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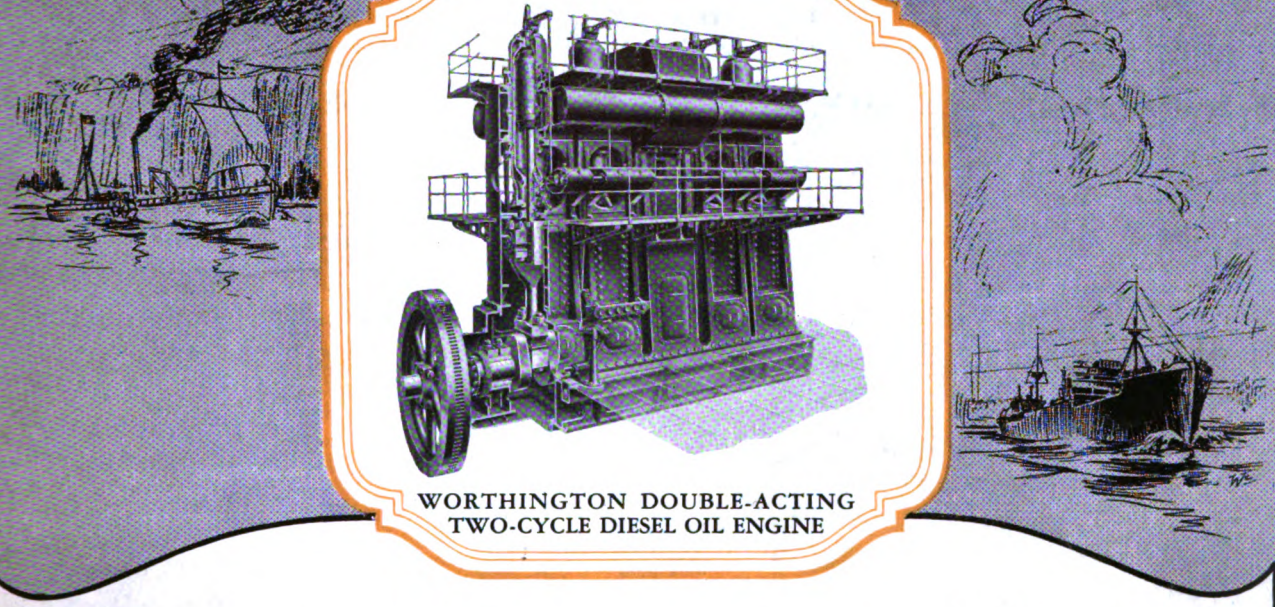

WORTHINGTON DOUBLE-ACTING
TWO-CYCLE DIESEL OIL ENGINE

"We're creepin' on—we're creepin' on"—
"Less weight and larger power"

THE words that Kipling put in the mouth of McAndrews, the "dour Scots engineer," accurately describe the progress of the science of ship propulsion, not merely in steam, but in the use of a far more efficient engine which neither Kipling nor McAndrews foresaw,—the Diesel oil engine.

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Yet back of this apparently spectacular advance was more than twenty years' experience in the design and construction of internal-combustion engines, culminating in three years of careful research and experimental work that left nothing to chance.

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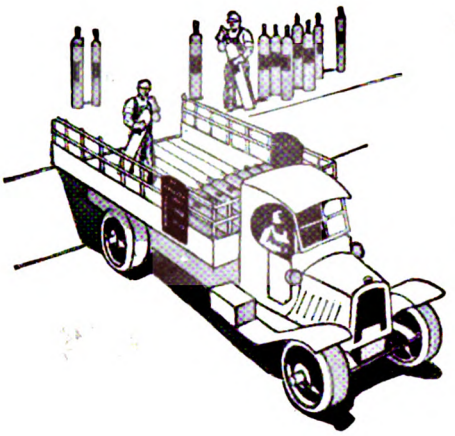

YOUR REQUEST for Linde Service will not always bring you a man. Problems similar to yours may have been solved so frequently by Linde that the solutions have been compiled into a book or covered in a magazine article.

These books and magazines, which are a part of Linde Process Service, will not answer all of your questions. But they will answer many of them.

Linde Process Service will not do your work for you. Yet it may be necessary for a Linde Service operator to use a blowpipe to demonstrate the correct practice.

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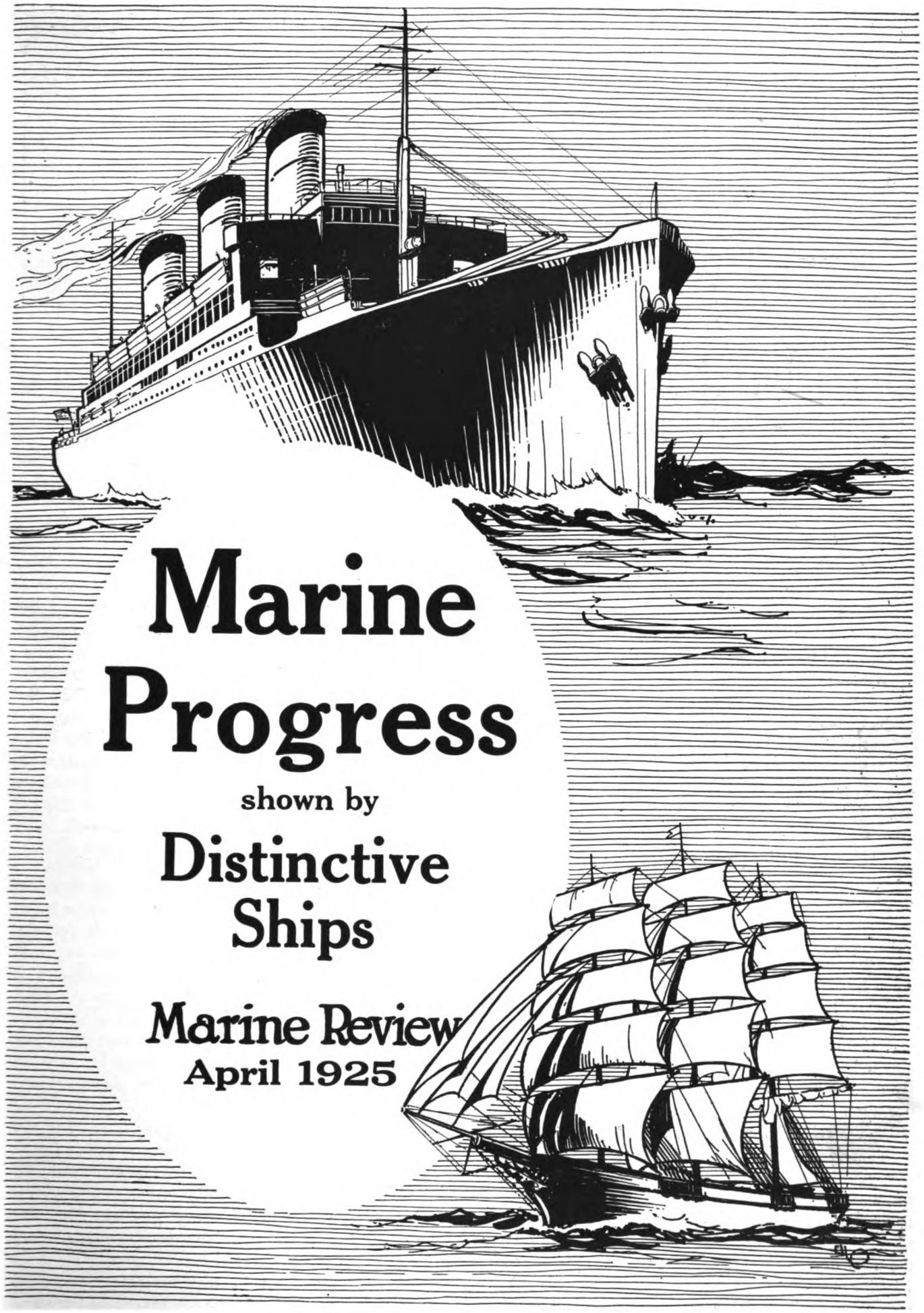

Marine Progress

shown by

Distinctive Ships

Marine Review
April 1925

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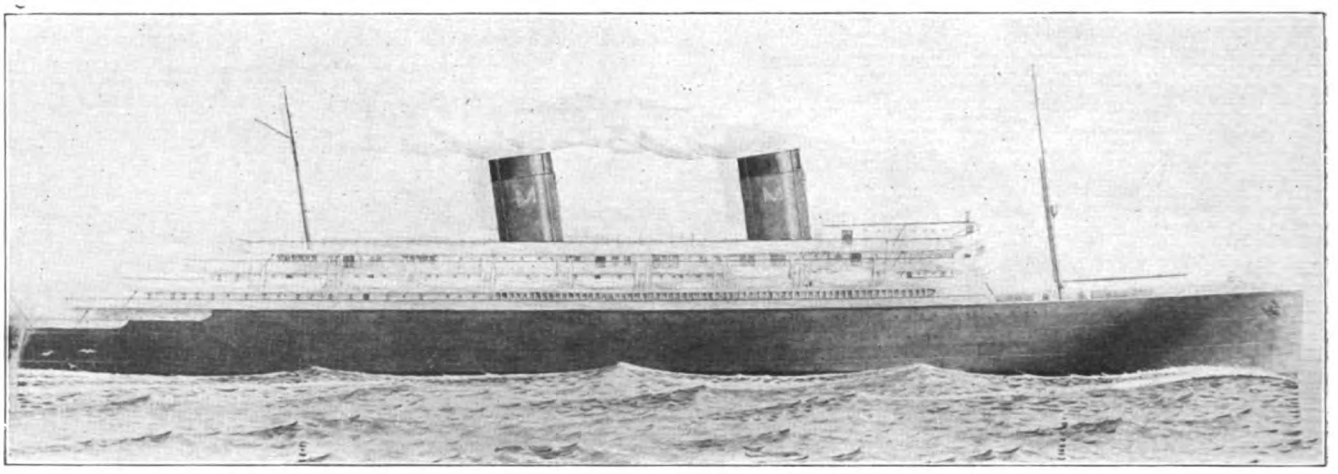

Shipbuilding Makes Headway

Merchant Shipbuilding Active in American Yards from Jan. 1, 1924 to Jan. 1, 1925 —Many Distinctive Ships Are Separately Illustrated and Described in Detail

ABOVE on this page appears an artist's drawing correct in detail of the 22½ knot twin screw ocean liner MALOLA contracted for by an American line, in an American shipyard, late in 1924 at a cost of about $7,500,000. When completed this vessel will be used as a de luxe fast passenger liner, and express freighter, in the San Francisco-Honolulu service. Below on the next page is reproduced a photograph of the stern-wheel steel towboat DONORA, having a maximum draft of 4 feet 6 inches, completed in an American shipyard, August 1924 and now in use on the Ohio river. Nothing perhaps could better convey to the mind the gamut of American shipbuilding and the requirements of our merchant marine. These two vessels are as widely separated as the poles in every physical respect but they are both to engage in domestic trade, and are therefore distinctly American.

A true portrayal of American merchant shipbuilding from Jan. 1, 1924 to Jan. 1, 1925 will be found in the pages of this section. Twenty-five different vessels representing a total of about 48 are especially illustrated and described and their principal characteristics set down in detail on pages 113 to 152.

Shipbuilding Skill Must Not Be Lost

A highly skilled fully developed and prosperous shipbuilding industry is essential to the growth of a powerful merchant marine. The two are interdependent and one cannot suffer depression without the effect being felt ultimately by the other. Rapid expansion of shipbuilding facilities and a corresponding tremendously increased output of tonnage far in excess of normal needs to meet war time conditions, left a searing impress on this industry from which it is slowly recovering after liquidation, retrenchment and readjustment of the most drastic character. To make matters still worse for the larger shipyards, with elaborate and costly equipment and special ways constructed at great expense all expressly acquired to fit them to build $40,000,000 ships of war, the peace armament treaty completely shut off all chance of getting this class of work. Under these conditions the possibility of obtaining enough work to make a profit on the capital invested seems hopeless. If not already absorbed further losses will have to be faced and a new start made. However, in the opinion of those somewhat optimistically inclined the lowest point has been passed. A thorough survey of American merchant shipbuilding during 1924 furnishes some basis for this attitude. On pages 154 and 155 of this section will be found a comprehensive listing of 102 steel power-driven vessels over 100 gross tons, completed, under construction, and contracted for in the shipyards of the country from Jan. 1, 1924 to Jan. 1, 1925

Not a Single Ship for the Foreign Trade

In a summary on the following page, of this total according to type, several significant facts may be noted. Not a single vessel of all this number is intended primarily for the foreign trade and only three are really fitted for this trade should circumstance require it. This fact does not justify the inference that American steamship companies have given up hopes of ultimately obtaining a fair share of the foreign carrying trade. As a matter of fact more American ships are now engaged in this trade than at any time, since the peak of the years immediately after the war. It does mean however, that the growth of this trade is so slow that the excess of existing tonnage, at least as far as freight tonnage is concerned has not been absorbed and consequently no new ships are needed.

On the other hand, domestic business has been steadily expanding and replacements of obsolete vessels and the building of additional new vessels for this trade has not kept pace with the requirements. This condition is strongly reflected in the comparatively large pro-

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portion of the total number of new ships listed in the analysis referred to which falls within five classifications. For instance, there are 11 coastwise passenger vessels, 16 ferries for bays and rivers, 10 freighters for the Great Lakes, 17 tankers for bays and rivers, and 10 ocean going tugs. Summed up these five account for 64 of the total number. Since American shipbuilding in 1924 does not include any vessels for the foreign trade the owners were not forced through fear of competition with exceptionally economical foreign ships to adopt a type of power to give minimum fuel costs. Instead the question of the kind of power to use was more or less optional and the choice could be based on other considerations. It is generally conceded that the diesel engine represents a saving of 50 per cent in fuel costs over the more economical of steam engine drives.

Summary of American Merchant Shipbuilding—1924

Type	Service	Number
Passenger	Domestic Ocean	1
Passenger	Domestic Coastwise	11
Passenger	Domestic Great Lakes	2
Passenger	Domestic Rivers and Bays	3
Passenger	Domestic Inland Rivers	1
Freight	Domestic Rivers and Bays	16
Freight	Domestic Lakes	3
Tanker	Domestic Coastwise	4
Tanker	Domestic Lakes	10
Ferry	Domestic or Foreign Ocean	2
Ferry	Domestic Bays and Rivers	17
Dredge	Domestic Bays and Harbors	5
Dredge	Domestic Rivers	1
Towboat	Domestic Bays and Ocean	10
Towboat	Domestic Inland Rivers	7
Towboat	Domestic Lakes	5
Special	Domestic Bays Coastwise	2
Special	Domestic Rivers	2
Total		102

No Passenger Vessel Is Fitted With Diesel Engines

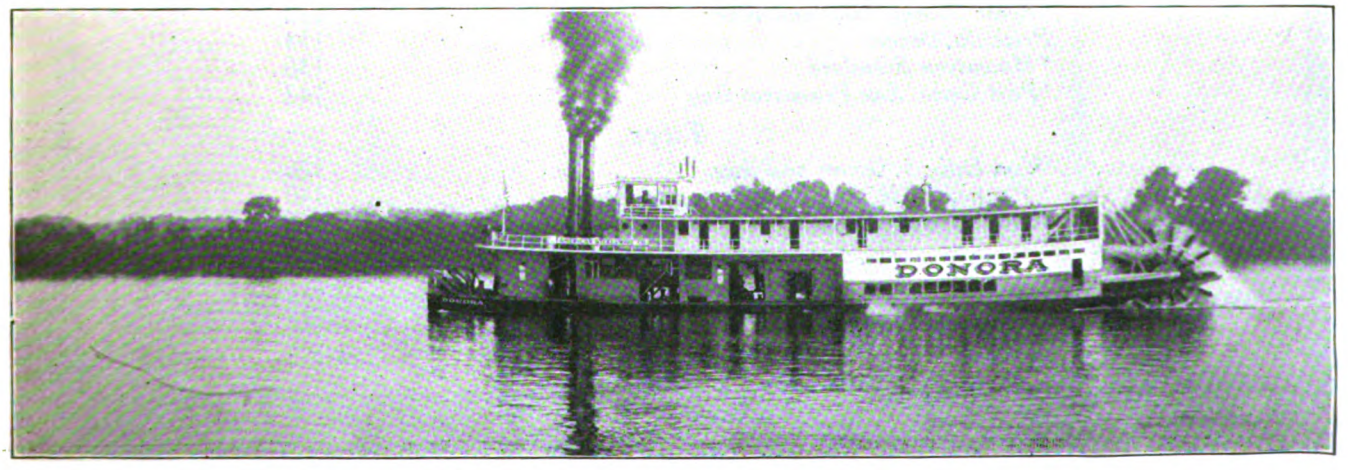
Not a single one of the 11 passenger vessels under construction in American shipyards during 1924 had diesel engines fitted. In view of the rapid strides made in the use of diesel engines for much larger passenger ships recently built or under construction in England and on the Continent this does not bespeak the usual American progressiveness nor a desire to keep not only abreast but well in the lead.

Two of the eleven ocean and coastwise passenger ships are fitted with triple expansion reciprocating engines and boilers burning oil for fuel. Nine of the ocean and coastwise passenger vessels are fitted with steam turbines of various types with single and double reduction gears and with water tube or Scotch boilers all burning oil fuel. One large ocean coastwise freighter is fitted with a steam turbine and reduction gears and boilers burning oil. One ocean tanker has a triple expansion reciprocating engine and Scotch boilers burning oil. Fourteen ferries for operation on tidewater have reciprocating engines and boilers burning oil, while two in this category burn coal. Seven of the ten large Great Lakes freighters have reciprocating engines and Scotch boilers burning coal. One Great Lakes freighter will have a steam turbine electric drive with Scotch boilers burning coal. Two large Great Lakes passenger boats have reciprocating engines and boilers burning coal. Three large, powerful car ferries on the Great Lakes have reciprocating engines and Scotch boilers burning coal. Of the ten ocean going tugs, one has reciprocating engines and boilers burning oil.

Reciprocating Steam Engines Still Popular

It therefore is quite clear that the internal combustion engine has not been adopted to any extent in the larger vessels. Another interesting fact in this connection is the great number of vessels fitted with reciprocating engines and burning coal under their boilers. This is a type of machinery which in these days seems almost archaic though coal as fuel at present oil prices and coal prices would give a large saving.

The internal combustion engine and also the electric drive have, however, been adopted in much larger numbers in the program of 1924 than before. Two Great Lakes freighters have direct diesel drive. Thirteen tankers, practically all small, have diesel engines, single and twin screw. One freighter of moderate size has a diesel engine drive. Three ocean and two Great



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Lakes tugs have the diesel engine drive. Four ocean going tugs are fitted with diesel-electric drive. Two tankers and five dredges have the diesel-electric main drive. It will be noted that the diesel engine main drive has been adopted in increasing numbers for smaller tankers, though there is one large tanker of 13,300 tons deadweight which will be equipped with this type of power. A steadily increasing number of tugs are being fitted with direct diesel drive. The diesel electric main drive, for the building program of 1924 has been adopted in tugs, small tankers and in dredges.

Analyzing the entire list of new vessels for type of main drive we find that nine passenger vessels and one freighter have steam turbines and reduction gears and oil fired boilers, that 30 vessels of various classes and sizes have reciprocating steam engines and coal fired boilers, that 28 vessels of all classes have reciprocating steam engines and oil fired boilers, that 21 vessels of different classes and sizes (not including any passenger vessels however) have diesel engine main drive, and 11 tugs, tankers and dredges have diesel-electric main drive. Listing these for convenience.

Steam turbine oil burning	10
Steam reciprocating oil burning	28
Steam reciprocating coal burning	30
Diesel engine direct drive	21
Diesel-electric	11
Turbine-electric	1
One not classified	
Total	101

Steam power therefore is still represented as the main drive in 68.3 per cent of all the vessels under construction in American shipyards in 1924. Of this number a little more than half burn oil. Or putting it another way, of all the vessels under consideration 36.6 per cent are steam driven, burning oil, 31.7 per cent are steam driven burning coal and 31.7 per cent are diesel or diesel-electric. These percentages relate to the number of vessels in the three classifications and would not apply at all to comparative tonnages. In tonnage figures the diesel and diesel-electric would be very considerably reduced.

DISTINCTIVE SHIPS AND WHERE TO FIND THEM

Passenger Ships

Name and Service	*Page*
Coamo, Coastwise	113
Bienville, Coastwise	114
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Cherokee, Coastwise	124
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**Oil or Electric Drive*

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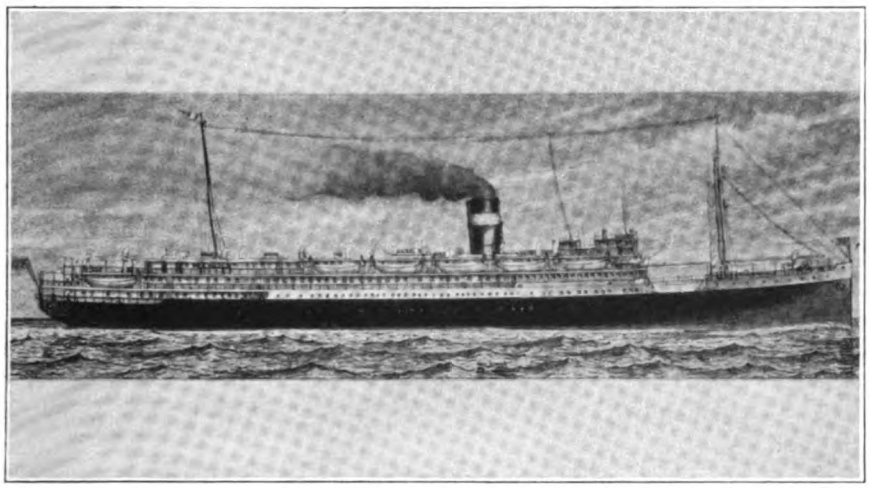
COAMO—Passenger—Ocean—Single Screw Steam



DESCRIPTION

The COAMO is a combination passenger and cargo vessel capable of carrying 287 first class and 90 second class passengers and 4200 tons of cargo at a speed of 16 knots. She will be placed in the run between New York and Porto Rico. The main drive is steam turbine with reduction gear.

Name—COAMO.

Owner—Coamo Steamship Co. (N. Y. and Porto Rico Line).

Builder—Newport News Shipbuilding & D. D. Co.

Naval Architect—Theodore E. Ferris.

Launched—Not yet launched—about May, 1925.

Completed—Under construction—about Oct., 1925.

Classification—American Bureau Shipping.

HULL PARTICULARS

Length overall, 429 feet; length between perpendiculars, 412 feet; breadth molded, 59 feet 6 inches; depth molded to hurricane deck, 35 feet; draft, 24 feet 6 inches; displacement loaded, 10,500 tons; gross tonnage estimated, 6700; net tonnage, 4500; passenger capacity, 287 first class and 90 second class; cargo capacity, 4200 tons or 237,700 cubic feet; bunker fuel oil capacity, 993 tons; speed, 16 knots.

MACHINERY PARTICULARS

Main Engine—One Curtis-Brown impulse type geared turbine, built by Newport News Shipbuilding & Drydock Co.; size, 6000 shaft horsepower.

Boilers—Five single ended Scotch type, built by Newport News Shipbuilding & Drydock Co.; size, 16 feet 6 inches inside diameter by 12 feet 3 inches long; fuel oil.

AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—Worthington Pump & Machinery

Windlass—American Engineering Co.

Winches—Lidgerwood Manufacturing Co.

Steering Engine—American Engineering Co.

Propeller—Newport News Shipbuilding & Drydock Co.

Refrigeration—Brunswick Kroeschell Co.

Oil Burning Equip.—Dahl-Bethlehem.

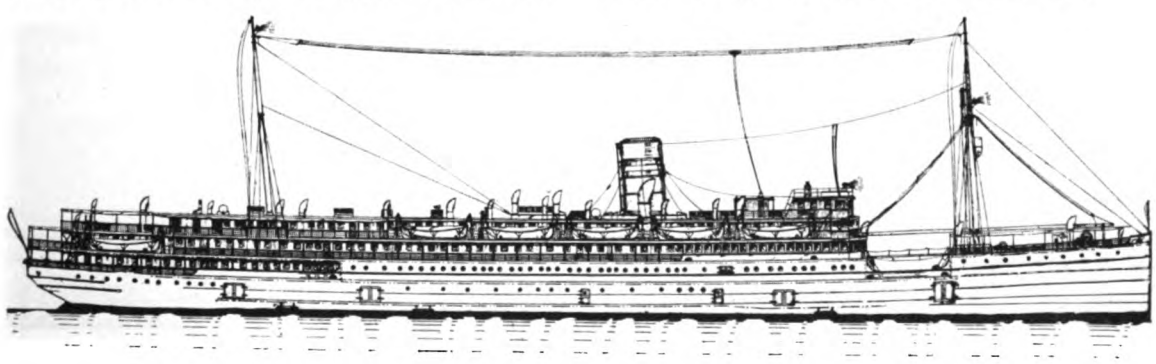
Electric Generators—Westinghouse.

Life Saving Equip.—Welin Davit & Boat Corp.

Oil Heaters and Coolers—Griscom-Russel Co.

Feed Water Heater—Griscom-Russel Co.

At a cost of approximately two and one-half million dollars it can be said that no expense has been spared to make this vessel for her size one of the finest ships afloat. The passenger accommodations have been designed to meet the experienced knowledge of her owners gained during many years of operation in the New York to Porto Rico trade. An equal care has been used in the arrangement of cargo handling facilities to make for efficient loading and discharge. Cargo space is air cooled.



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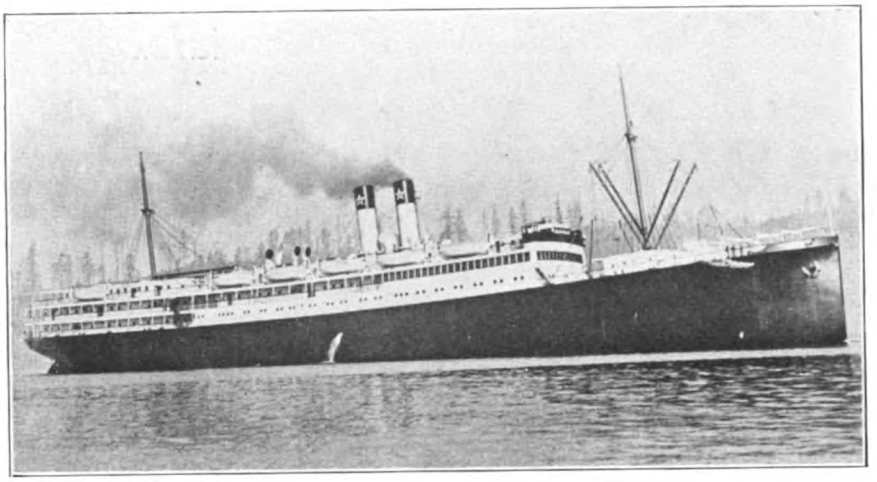
BIENVILLE—Passenger—Single Screw Steam



DESCRIPTION

This vessel was specially designed for the passenger and freight trade between New York and New Orleans of the Atlantic Coast Lines of the Southern Pacific Co. In passenger accommodations and cargo handling facilities she embodies the best modern practice. Steam turbine and reduction gears are used for motive power.

Name—BIENVILLE.

Owner—Southern Pacific Co., Atlantic Steamship Lines.

Builder—Todd Dry Dock & Construction Co.

Naval Architect—A. S. Hebble, Superintending Engineer, Southern Pacific Co.

Launched—July, 1924.

Completed—Nov. 20, 1924.

Construction System—Isherwood.

Classification—None—Equal to American Bureau of Shipping.

HULL PARTICULARS

Length overall, 445 feet; length between perpendiculars, 427 feet; breadth molded, 57 feet; depth molded, 37 feet 6 inches; draft loaded, 25 feet 6 inches; displacement loaded, 11,000 tons; gross tonnage, 7916; net tonnage, 4842; passenger capacity, first, 237; third, 111; cargo capacity, tons, 4700; cargo capacity, cubic feet, 404,000; bunker fuel capacity in tons, 1225; fuel, oil; speed, 16 knots.

MACHINERY PARTICULARS

Main Engine—Name of builder, DeLaval Steam Turbine Co.; number 1; type, turbine-double reduction gear; size, 7100 shaft horsepower.

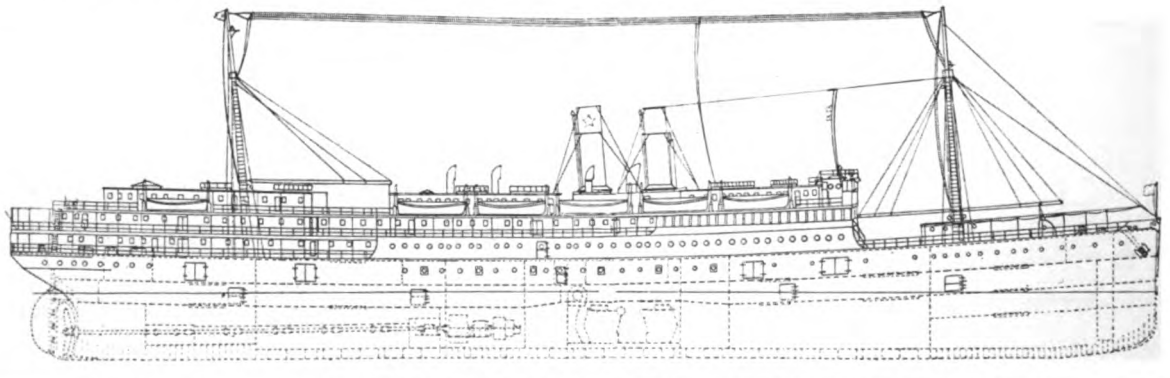
Boilers—Number 6; name of maker, Babcock & Wilcox Co.; type, water tube; size, total heating surface, 21,576 square feet; superheater, 3668 square feet; fuel, oil.

AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—Warren Steam Pump Co.
Windlass—Hyde Windlass Co.
Winches—Hyde Windlass Co.
Steering Engine—Hyde Windlass Co.
Propellers—Todd Dry Dock & Const. Co.
Refrigeration—Brunswick-Kroeschell Co.
Oil Burning Equip.—Babcock & Wilcox Co.
Superheaters—Babcock & Wilcox Co.
Electric Generators—B. F. Sturtevant Co. and General Electric.
Life Saving Equip.—Welin Davit & Boat Corp.
Radio Apparatus—Radio Corp. of America.
Oil Purifier—De Laval Separator Co.
Anchor Chain—National Malleable & Steel Castings Co.
Evaporator—Davis Engineering Corp.

This vessel will run between New York and New Orleans. She is of the hurricane deck type with straight stem, semi-elliptical stern, and rigged with two pole masts and two smoke stacks. She will have three complete steel decks fore and aft and a steel promenade deck with an orlop deck in addition in the forward hold.



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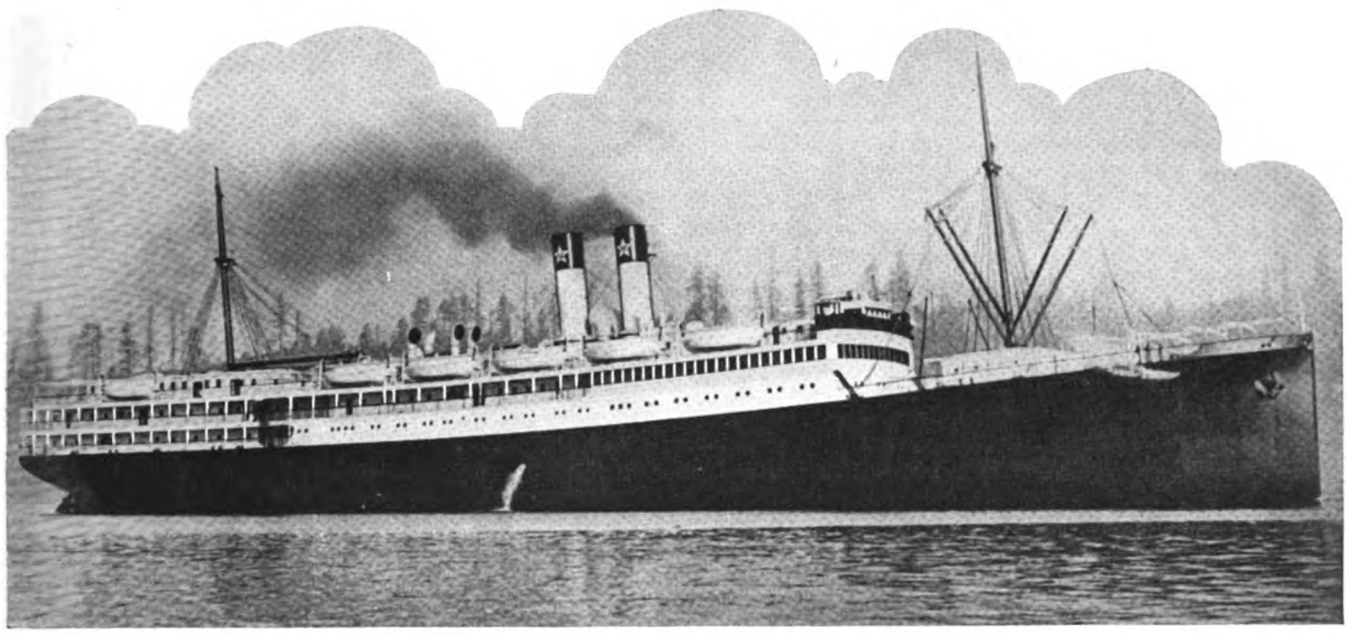

New York-New Orleans Passenger Liner Bienville.

Designed by A. H. Hebble, Superintending Engineer, Southern Pacific Co.

Owner—Southern Pacific Co., Atlantic Steamship Lines.

Builder—Todd Dry Dock & Construction Co., Tacoma, Wash.

22 Warren Pumps on board the Bienville

The entire reciprocating pump equipment of the Bienville is made by Warren.

This expression of confidence in Warren design and construction is amply justified, judging by experience. For, during the past three years, more than forty vessels have been Warren equipped.

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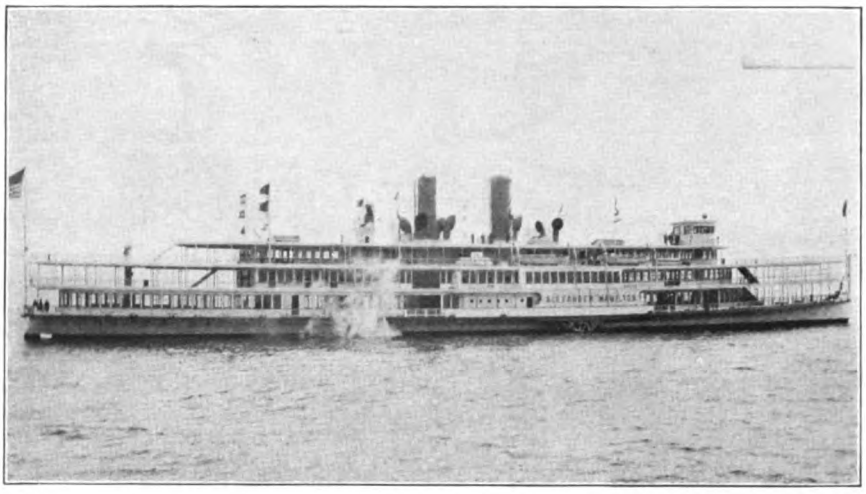
ALEXANDER HAMILTON—Hudson River—Passenger Steamer



DESCRIPTION

A modern steel hull side paddle wheel steamer of distinctly American design and construction incorporating a century of experience in passenger service on the Hudson river between New York, Albany and intermediate points. In type this steamer is a direct evolution from the days of Robert Fulton's CLAREMONT.

Name—ALEXANDER HAMILTON.
Owner—Hudson River Day Line.
Builder—Beth. S. B. Corp. (Sparrows Point).
Naval Architect—J. W. Millard & Bro.
Launched—Oct. 20, 1923.
Completed—May 15, 1924.
Classification—American Bureau of Shipping.

HULL PARTICULARS

Length over all, 349 feet 6 inches; length between perpendiculars, 336 feet 4 inches; breadth molded, 42 feet; depth molded 14 feet 4 inches; draft loaded, 8 feet 8 inches; displacement loaded, 1800 tons; gross tonnage, 2100 tons; net tonnage, not known; passenger capacity, 4000; cargo capacity-tons, none; cargo capacity-cubic feet, none; bunker fuel capacity in tons, 60; speed, 20 miles.

MACHINERY PARTICULARS

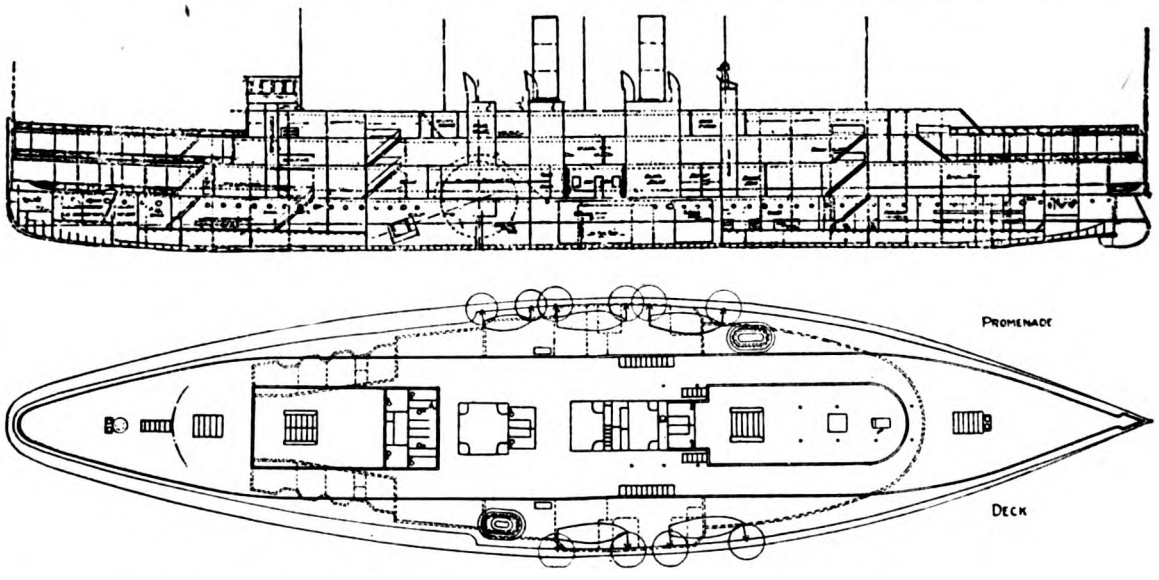
Main Engine—Name of builder, Bethlehem Shipbuilding Corp.; number, 1; type, diagonal inclined, triple expansion; size, 36½ x 57 x 85 inches and 6 foot stroke.

Boilers—Number, two double ended, two single ended; name of maker, Bethlehem Shipbuilding Corp.; type, Scotch; size, 12 feet inside diameter, 22 feet long and 12 feet inside diameter, 11 feet 3 inches long; 12 Diamond Power soot blowers.

AUXILIARY EQUIPMENT

Manufacturers of:
Pumps—Worthington Pump & Machinery Corp.; Bethlehem fuel oil pump.
Windlasses—American Engineering Co.
Winches—Hyde Windlass Co.
Steering Engine—Beth. Shipbuilding Corp.
Propellers—Side wheels, Bethlehem.
Oil Burning Equipment—Peabody Engineering Co.
Electric Generators—General Electric Co.

The ALEXANDER HAMILTON is a steel hull, paddle wheel steamer for passenger service on the Hudson river. The propelling machinery consists of a diagonal, inclined triple expansion engine.



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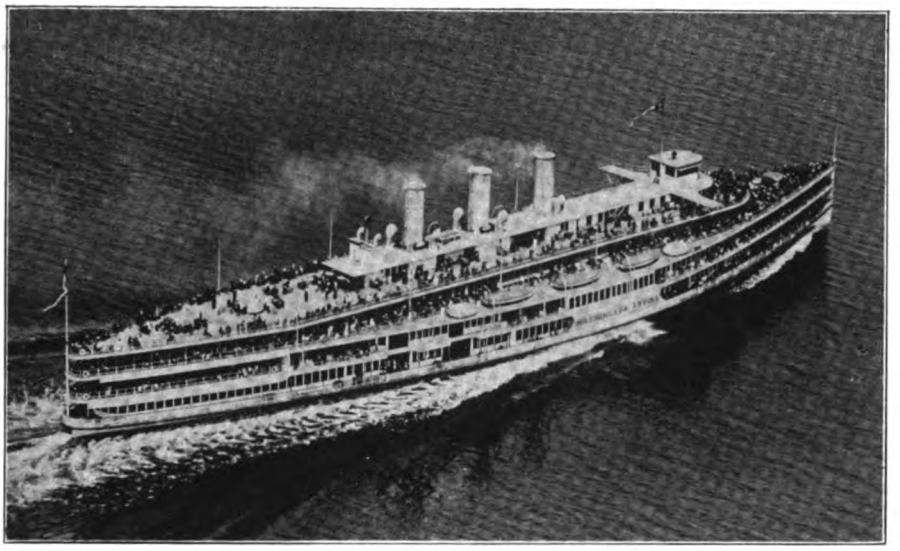
THE LAST WORD IN OIL BURNING



Steamer WASHINGTON IRVING of the Hudson Day Line.
She has the largest passenger capacity of any vessel in the world.

Cutting the Fuel Bill in Two

WITH the completion in April of the new side wheel passenger steamboat ALEXANDER HAMILTON, the Hudson River Day ... will have a fleet of six ships.

to 1880, two of th... ing vessels constituted th... A... se... ng confined exclusively to ... It is of course,

Conversion to Burn Oil

Until the fall of 1922, all of the vessels of the line were coal burners. It was then decided to convert the DEWITT CLINTON to an oil burner, using the Peabody Engineering Corp. type of wide range mechanical burner. The results surpassed all expectations. According to the management of the line, fuel costs per mile were reduced from $4.00 to $2.27.

THE following vessels of the Hudson River Day Line are equipped with Peabody-Fisher Wide Range Burners:

Washington Irving
Hendrick Hudson
DeWitt Clinton
Alexander Hamilton

These steamers have proven to be the most economical inland passenger carriers in service.

PEABODY ENGINEERING CORPORATION
110 East 42nd Street, New York

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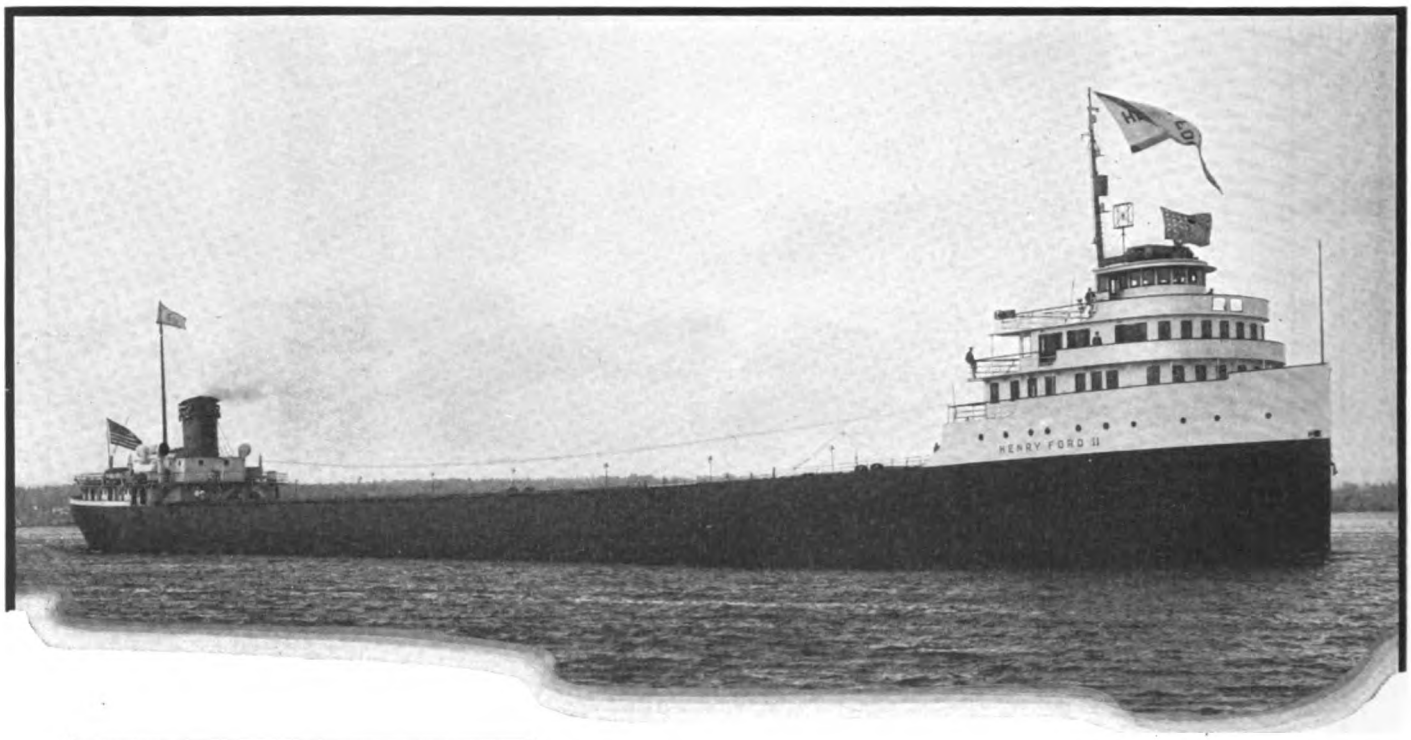
Motorship

Built at Lorain Plant of



"HENRY FORD II"

Length O. A.	612 Feet
Length B/P	590 "
Beam Moulded	62 "
Depth Moulded	32 "

Sun-Doxford Oil Engine. Opposed Piston Type.

All Auxiliaries Electric Drive.

Since her delivery to the Ford Motor Company, the "HENRY FORD II" has been carrying coal and iron ore between Detroit and Lake Superior ports without interruption. We point with pride to this achievement as it again demonstrates the capabilities of our engineers and the completenes of our facilities to undertake new problems and to carry them to a successful conclusion.

The American Com

General Office: Foot of W. 54th St., Cleveland, Ohio

Construction Plants at Lorain, Ohio—Cleveland, Ohio—Detroit, Mich.

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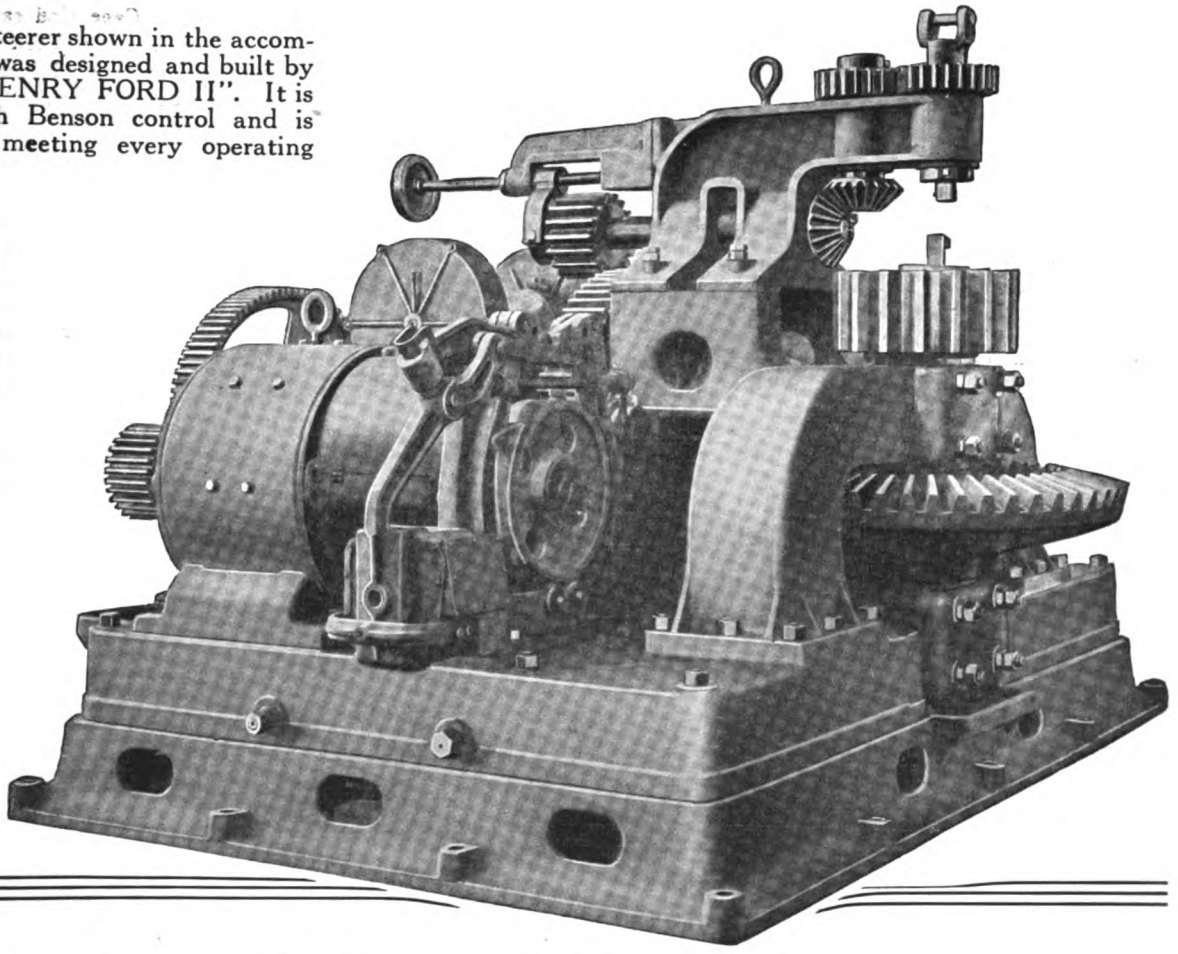
"Henry Ford II"

The American Ship Building Co. 1924

The A. S. B. Co. Electric Steerer

The electric steerer shown in the accompanying cut was designed and built by us for the "HENRY FORD II". It is equipped with Benson control and is satisfactorily meeting every operating requirement.



Ship Building pany

Repair Plants at:

CLEVELAND, O. LORAIN, O. DETROIT, MICH. BUFFALO, N. Y.
CHICAGO, ILL. MILWAUKEE, WIS. SUPERIOR, WIS.

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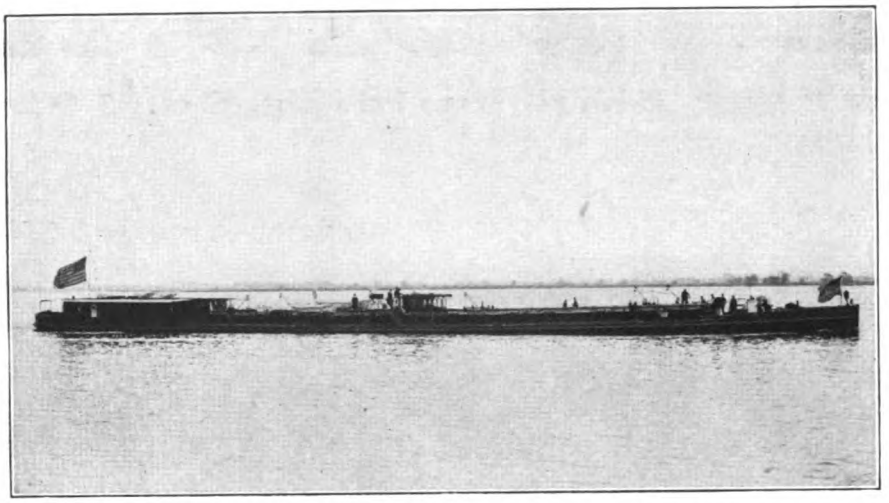
ROME SOCONY—Tanker—Twin Screw Diesel



DESCRIPTION

Eight tankers of this type with twin screw diesel direct drive were completed in 1924 for the Standard Transportation Co. They have, since completion given good service and are particularly fitted for operation on Long Island sound to Boston via Cape Cod canal, on the New York State barge canal and the Great Lakes.

Name—ROME SOCONY—In all, eight vessels of this class were completed in 1924.
Owner—Standard Transportation Co., New
Builder—Five, at Sun Shipbuilding & Dry Dock Co., three at New York Shipbuilding Corp.
Naval Architect—N. J. Pluymert.
Launched—April 24, 1924.
Completed—May, 1924.
Classification—American Bureau of Shipping

HULL PARTICULARS

Length over all, 260 feet; length between perpendiculars, 252 feet; breadth molded, 40 feet; depth molded, 14 feet; draft, 12 feet; displacement loaded salt water, 2728; gross tonnage, 1199; net tonnage, 753; cargo capacity, 1928 tons; cargo capacity in gallons, 680,466; bunker fuel oil capacity in gallons, 14,968; speed, ten miles per hour.

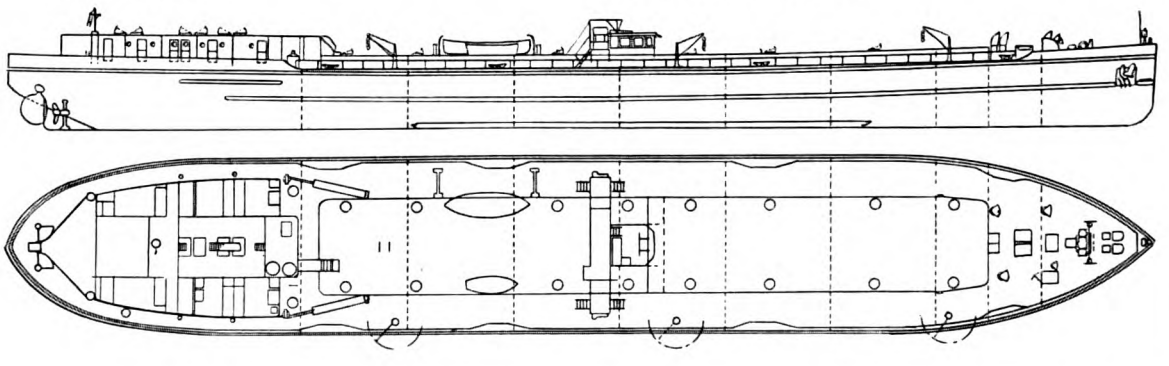
MACHINERY PARTICULARS

Main Engines—Two 6-cylinder 4-cycle, diesel engines of 350 brake horsepower each. Size, cylinders, 13 inches in diameter and 18 inches stroke.

AUXILIARY EQUIPMENT

Auxiliary Oil Engines—Two, Standard Motor Construction Co. and Pacific Diesel Co.
Pumps—Worthington with Diehl motors.
Windlass—Hyde Windlass Co.
Steering Engine—American Engineering Co. and Diehl Mfg. Co.
Propellers—Sun Shipbuilding & Dry Dock Co.
Refrigeration—Brunswick, Kroeschell Co.
Lighting Set—Kohler Co., automatic type.
Air Compressor—Winton Engine Works.
Electric Generators—Diehl Mfg. Co. electrical end and Standard Motor Construction Co., engines. On some of the other vessels the Pacific Diesel Engine Co.'s engines are used.
Life Saving Equip.—Welin Davit & Boat Corp.
Silencers—Maxim Silencer Co.

This vessel and class are steel twin screw diesel motor barges, built to carry gasoline in bulk. The cargo is carried in seven double tanks, the fuel oil being carried in a tank forward of the engine room. These vessels have all the latest improvements for rapid loading and discharging of cargo. They are built to highest classification of American Bureau of shipping for the Standard Transportation Company of New York. Their great length and considerable beam give them a large cargo capacity on a draft of 12 feet, which is the maximum allowable for the barge canal locks. They have low superstructures to permit passage under canal bridges. With twin screws the necessary maneuvering in restricted waters is readily accomplished. According to reports from the operators they have come up to expectations and given excellent service.



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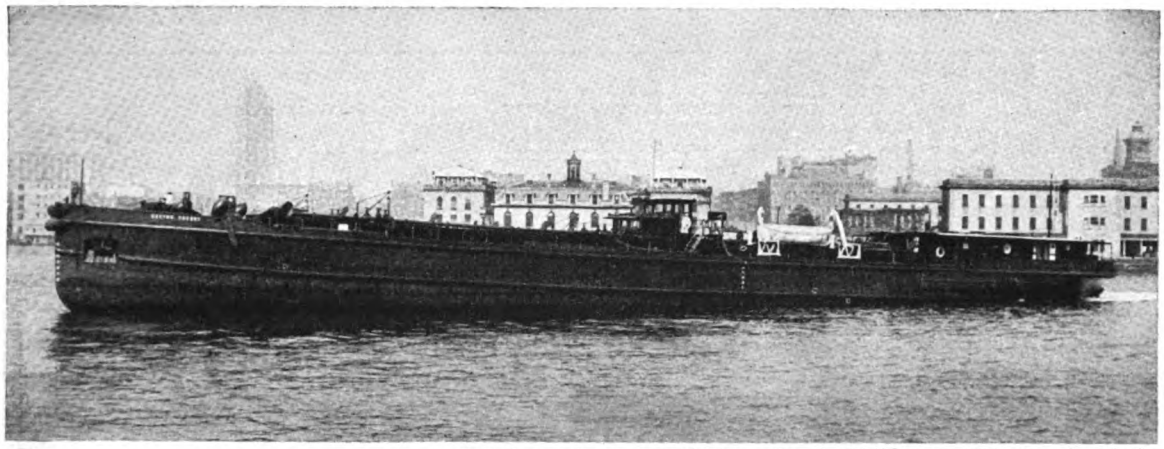


S. S. Boston Socony, one of thirteen Standard Oil barges which are equipped with Kohler Automatic Electric Plants for emergency lighting and radio operation

Reliable in emergencies useful all the time

WHEN a Kohler Automatic Electric Plant is installed aboard ship a powerful, trustworthy independent source of electric current is available at all times, not only for emergency lighting and radio operation, but also for many auxiliary uses.

For example, when in port with the ship's dynamos not operating, the Kohler Automatic will light the saloon, galley, crew's quarters, engine and boiler room, companionways and boat deck.

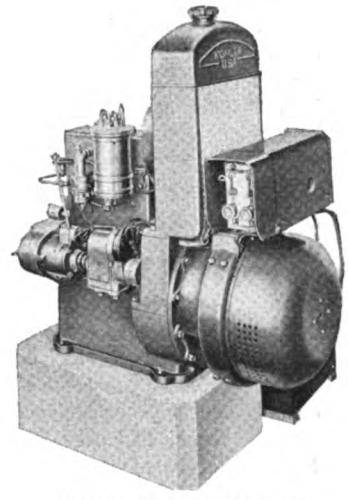
Or power tools may be utilized, such as electric drills up to 1½-inch, and air compressors to operate tools for calking, drilling, reaming, and riveting. Great economies can thus be effected and the cost of the plant quickly saved.

The Kohler Automatic does such work easily and efficiently. *Having no storage batteries* (except a small starting battery), the full capacity of the plant is always on tap for continuous running under heavy loads.

The current generated is 110-volt, standard for electrical tools and appliances. Operation is fully automatic. Turning on any switch or lamp starts the current flowing.

For small craft of every kind, as the sole source of electricity, the Kohler Automatic has proved no less capable than as an auxiliary unit for ships. The saving of space and care through the absence of storage batteries, is a great advantage.

Mail the coupon below for information about Kohler Automatic models for various purposes.



Kohler Automatic Model D
1500-watt; 110-volt, D. C.

Kohler Co., *Founded 1873*, Kohler, Wisconsin *Shipping Point* Sheboygan, Wisconsin
MANUFACTURERS OF KOHLER ENAMELED PLUMBING WARE

ATLANTA, GA. ..... *84 North Pryor Street*
BOSTON, MASS. ..... *445 C Street, South Boston*
CHICAGO, ILL. ..... *763 McCormick Building*
DETROIT, MICH. ..... *35 Parsons Street*
HOUSTON, TEXAS ..... *1319 Texas Avenue*
INDIANAPOLIS, IND. ..... *337 N. Pennsylvania Street*
KANSAS CITY, MO. ..... *1113 Wyandotte Street*
MINNEAPOLIS, MINN. ..... *220 4th Street, South*
NEW YORK, N. Y. ..... *20 West 46th Street*
NORFOLK, VA. ..... *508 Granby Street*
OMAHA, NEB. ..... *1907 Farnam Street*
PHILADELPHIA, PA. ..... *32nd and Oxford Streets*
PITTSBURGH, PA. ..... *401 Penn Avenue*
ST. LOUIS, MO. ..... *524-526 Arcade Building*
SAN FRANCISCO, CALIF. ..... *544 2nd Street*
SEATTLE, WASH. ..... *123 Jackson Street*
LONDON, ENGLAND ..... *216, Great Portland Street*

MAIL THIS COUPON

Kohler Co., Kohler, Wis., U. S. A.
Gentlemen: Please send full information about Kohler Automatic Electric Plants.
Name.....
Street .....
City, State.....
Use in which interested..... MR 4-25

KOHLER OF KOHLER

Automatic Electric Plants—110 Volt D.C.
No Storage Batteries

Please mention MARINE REVIEW *when writing to Advertisers*

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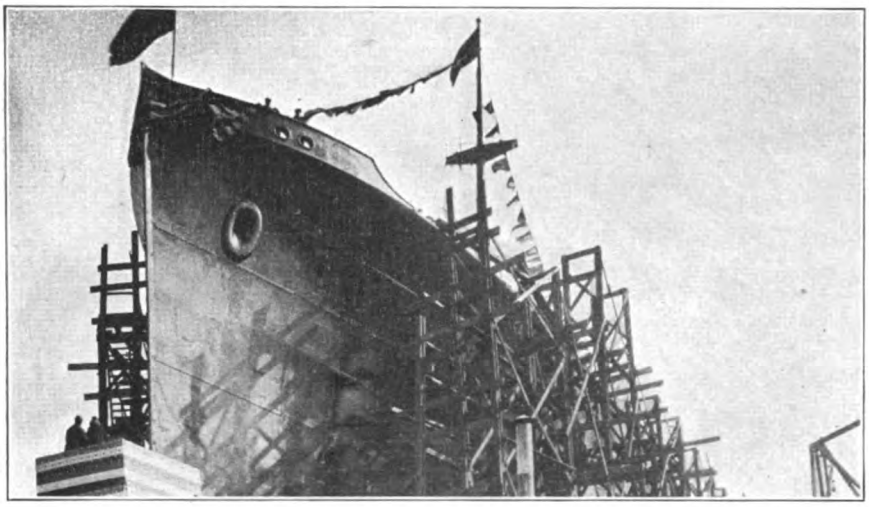
EL OCEANO—Express Freighter—Single Screw Steam



DESCRIPTION

With a speed of nearly 15 knots this vessel will be able to outrun other freighters and to compete successfully with most of the combination passenger and cargo coastwise ships. For rapid handling of cargo there will be five large center line hatches and eight cargo ports on each side.

Name—El Oceano.
Owner—Southern Pacific Steamship Co.
Builder—Federal Shipbuilding & D. D. Co.
Naval Architect—A. S. Hebble.
Launched—Feb. 14, 1925.
Completed—Under Construction.
Classification—None.

HULL PARTICULARS

Length overall, 433 feet; length between perpendiculars, 415 feet; breadth molded, 56 feet; depth molded to hurricane deck, 37 feet; draft, 26 feet; displacement loaded, 11,780 tons; gross tonnage about 6500; net tonnage about, 4100; deadweight, 7900 tons; cargo capacity, 6700 tons or 500,000 cubic feet; bunker fuel oil capacity about, 1000 tons; speed designed 14¾ knots.

MACHINERY PARTICULARS

Main Engine—Cross compound marine turbines, driving a single shaft through double reduction gearing, of 5500 shaft horsepower. Turbines and gearing built by the De Laval Steam Turbine Co.

Boilers—Four Babcock & Wilcox water tube marine type of 4148 square feet of heating surface each; operating under forced draft and at a working pressure of 250 pounds per square inch; fuel. oil.

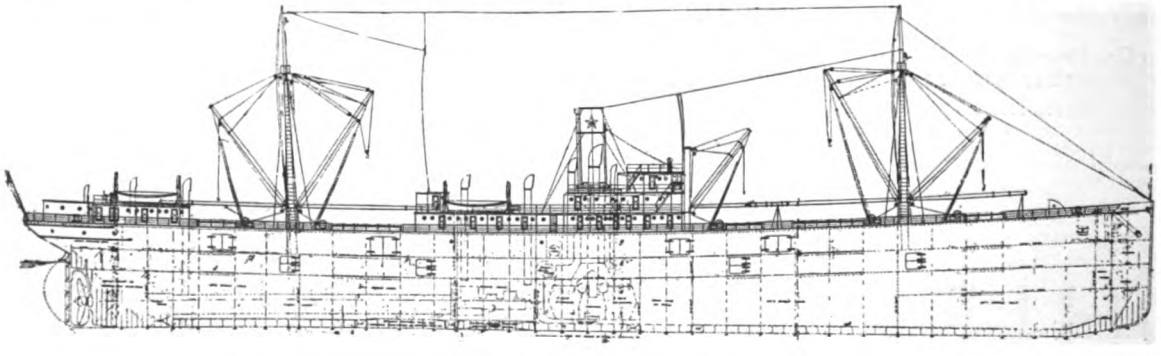
AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—Warren Steam Pump Co.
Windlass—Hyde Windlass Co.
Winches—Hyde Windlass Co.
Steering Engine—Hyde Windlass Co.
Propeller—Wm. Cramp & Sons S. & E. B. Co.
Refrigeration—Brunswick Kroeschell Co.
Oil Burning Equipment—Todd and Babcock & Wilcox.
Life Saving Equip.—Welin Davit & Boat Corp.
Framing—Isherwood System.
Superheaters—Babcock & Wilcox.
Electric Generators—B. F. Sturtevant Co.

A single screw express freight steamship with straight stem and elliptical stern with two steel polemasts, and three complete steel decks fore and aft with an orlop deck in addition in the forward hold. Cargo will be handled in a quick and economical manner. There will be two tubular steel booms on the forward and after side of each mast with a capacity of seven and one-half tons each, and in addition, two derrick posts will be fitted, each to have one tubular steel boom with a capacity of five tons. Eight 8¼ x 8 inches and two 8¼ x 10 inches, double cylinders single geared cargo winches will be located at the hatches for handling cargo.

Steel deck houses will be located on the hurricane deck to accommodate the vessel's crew.



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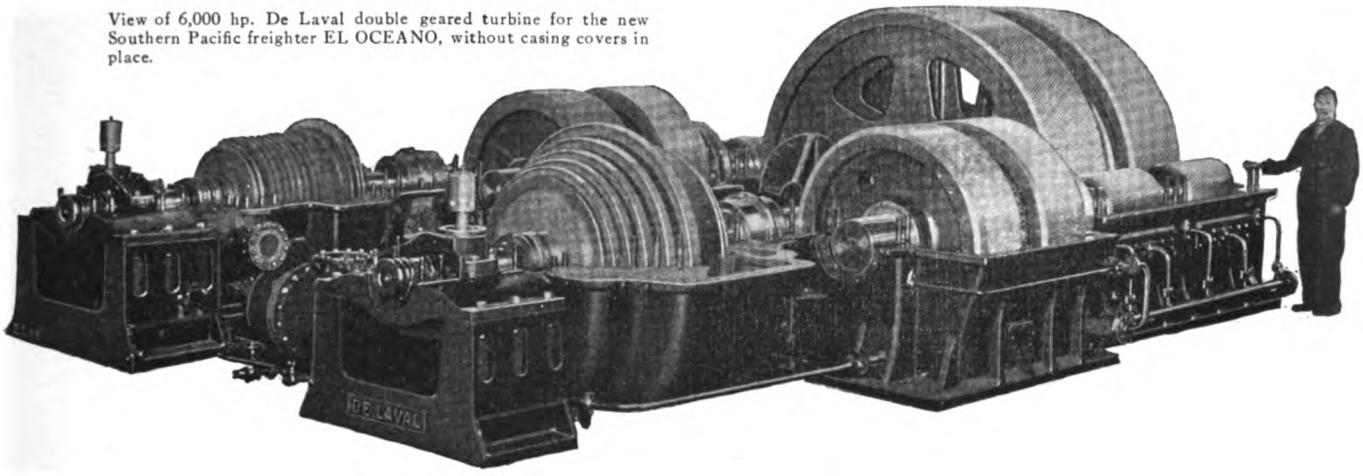
View of 6,000 hp. De Laval double geared turbine for the new Southern Pacific freighter EL OCEANO, without casing covers in place.



Superior Ships Have De Laval Geared Turbines

LIKE other vessels of improved design recently constructed for fast ocean passenger and freight traffic, the S.S. EL OCEANO, which the Federal Shipbuilding Co. is building for the Southern Pacific Co., is being equipped with a De Laval geared turbine driven propelling unit. The turbine is of the compound type, and is designed to develop 6,000 S.H.P. at full speed, operating on steam at 250 lb. gage and 100° superheat. The gears give a double speed reduction to the single propeller at 85 R.P.M. The unit as a whole is very similar to that installed on the S. S. BIENVILLE of the same line, and has been adopted because it saves in weight, space, fuel and attendants, makes the vessels easier to handle and more reliable, and gives speed possibilities not found in other types of propelling machinery.

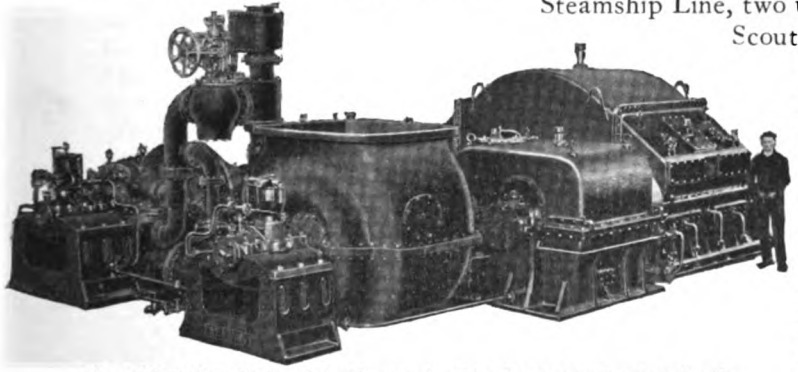
De Laval gears have also recently been installed in the following high class vessels:

S. S. MUNARGO, built by New York Shipbuilding Co. for Munson Line, New York-West Indies route, 6,000 shaft hp.,

S. S. CARABOBO, built by New York Shipbuilding Co. for Red D Line, New York-Venezuela route, two units of 2,200 hp. each,

S. S. BOSTON and S. S. NEW YORK, built by Bethlehem Shipbuilding Co. for Eastern Steamship Line, two units of 3,800 hp. each in each vessel,

Scout cruisers RICHMOND, TRENTON, MEMPHIS, MARBLEHEAD, and CONCORD, each have four De Laval gears designed to transmit 22,500 hp. each when developing 35 knots.



View of 6000 H.P. De Laval double geared turbine for the new Southern Pacific freighter EL OCEANO, with casing cover in place.

To appreciate De Laval turbines and gears adequately, you should see them in service. Recommendations and estimates will be supplied upon receipt of a statement of your requirements.

De Laval Steam Turbine Co.

Trenton, New Jersey

LOCAL OFFICES

Atlanta, Boston, Charlotte, Chicago, Cleveland, Dallas, Denver, Duluth, Helena, Houston, Indianapolis, Kansas City, Los Angeles, Montreal, New Orleans, New York, Philadelphia, Pittsburgh, Portland, Ore., Salt Lake City, San Francisco, Seattle, Toronto, Vancouver

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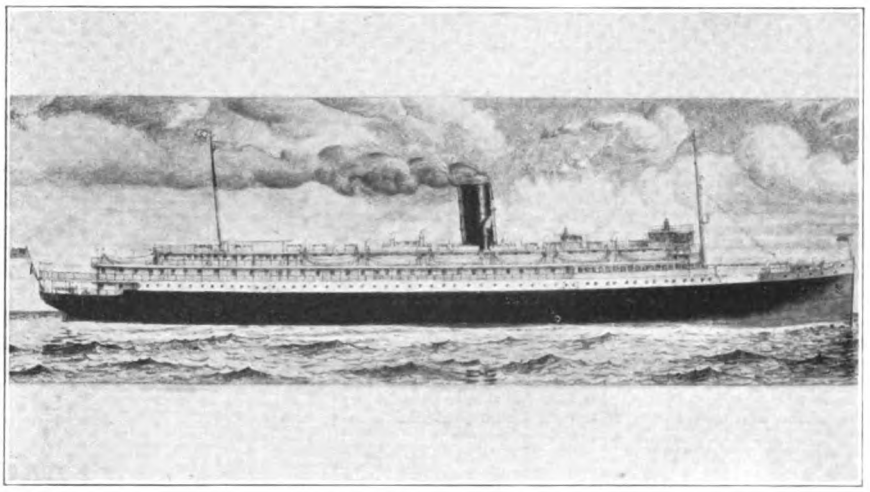
CHEROKEE—Passenger—Coastwise—Single Screw Steam



DESCRIPTION

This fine ship is one of three duplicate passenger and cargo vessels now under construction for the Clyde Steamship Line. These vessels are of the combination passenger and cargo coastwise type and will run between New York, Charleston and Jacksonville. Cargo handling facilities and passenger accommodations are exceptionally well worked out.

Name—CHEROKEE.

Owner—Clyde Steamship Line.

Builder—Newport News Shipbuilding & D. D. Co.

Naval Architect—Theodore E. Ferris.

Launched—Feb. 1925.

Completed—Under construction.

Sister Ships—SEMINOLE AND MOHAWK, also under construction at Newport News Shipbuilding & D. D. Co.

Classification—American Bureau of Shipping.

HULL PARTICULARS

Length overall, 402 feet, length between perpendiculars, 387 feet 6 inches; breadth molded, 54 feet; depth molded to hurricane deck, 31 feet 6 inches; draft, 18 feet; displacement loaded, 7160 long tons; gross tonnage, 5300; net tonnage, 3950; passenger capacity, 369 first and 80 steerage; cargo capacity, 2600 long tons or 172,500 cubic feet; bunker fuel oil capacity, 1030 long tons; speed, 15 knots.

MACHINERY PARTICULARS

Main Engine—One, Curtis Brown geared steam turbine built by Newport News Shipbuilding & Drydock Co.; type, impulse; size, 4200 shaft horsepower.

Boilers—Four single ended, Scotch type, built by Newport News Shipbuilding & Drydock Co.; size, 16 feet inside diameter by 12 feet long; fuel, oil.

AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—Worthington.

Windlass—American Engineering Co. (electric)

Winches—Lidgerwood Mfg. Co., electric drive, by Westinghouse Elec. & Mfg. Co.

Steering Engine—American Engineering Co.

Propeller—Newport News Shipbuilding & D. D. Co.

Refrigeration—Brunswick-Kroeschell.

Oil Burning Equip.—Todd Shipyards Corp.

Electric Generators—Westinghouse Elec. & Mfg. Co., two 60 kilowatt and one 100 k. w.

Life Saving Equip.—Welin Davit & Boat Corp.

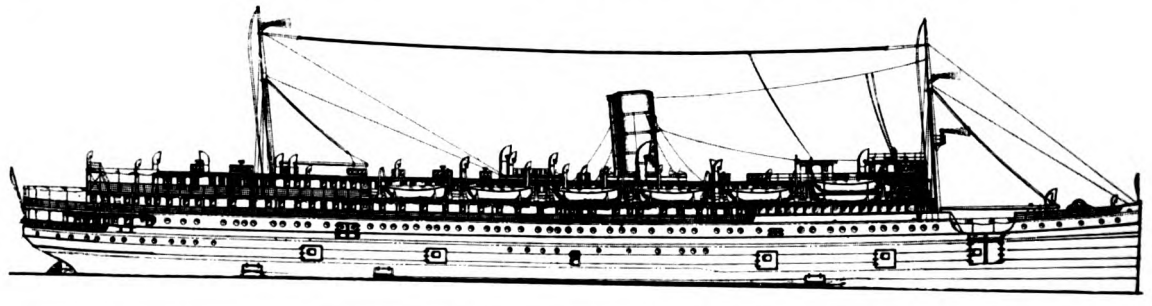
Evaporator—Griscom Russel Co.

Oil Heaters and Coolers—Griscom Russel Co.

Feed Water Heaters—Griscom Russel Co.

The freight decks are divided into water tight compartments, with side ports for quick handling of cargo. The holds and compartments are mechanically ventilated to insure fresh air and even temperatures at all seasons and in all climatic conditions for the protection and safe transportation of fruits, vegetables and other perishables. Facilities are also provided for the shipment of automobiles.

The passenger accommodations are in advance of anything heretofore attempted on coastwise steamers. There are three passenger decks.



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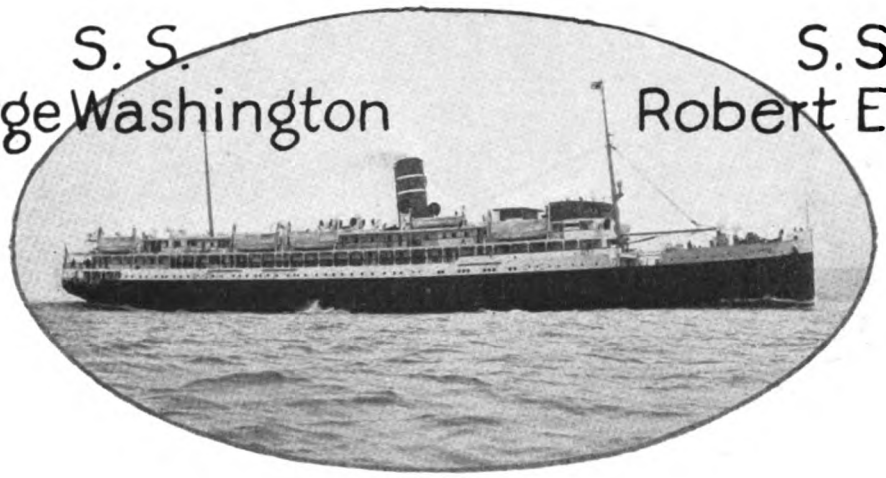
S. S. George Washington



S. S. Robert E. Lee

Another Fine Example of "Newport News" Craftsmanship

The passenger accommodation represents a big stride forward in ship construction. In fact, every feature is proof of our supreme effort to present the best in traveling facilities that anyone could desire.

The cargo handling facilities follow the latest and most up-to-date marine practice. One of the unusual features is the increase of height of the side ports, to allow automobiles of the limousine or other standing top type to pass through safely and expeditiously.

If *you* desire fine ships, or are in need of quick, high grade repair service, you can make satisfaction doubly sure by calling on us. Our engineers will gladly consult with you, without cost or obligation.

Newport News Shipbuilding and Dry Dock Co.

233 Broadway, New York **Newport News, Va.**

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VAN DYKE 3—Tug—Single Screw—Oil Engine—Electric

DESCRIPTION

After thorough study and careful investigation the Atlantic Refining Co. came to the conclusion that the oil engine-electric drive would be best suited for tug boats in their service which combines towing of barges, general harbor work and fire fighting. These tugs have given excellent service and are said to be superior to steam tugs in every respect.

Name—VAN DYKE 3, and two sister tugs.
Owner—Atlantic Refining Co.
Builder—Staten Island Shipbuilding Co.
Naval Architect—E. A. Edwards.
Launched—June 7, 1924.
Completed—July, 1924.

HULL PARTICULARS

Length overall, 98 feet 3½ inches; length between perpendiculars, 87 feet; breadth molded, 21 feet; depth molded, 11 feet 6 inches; draft, 9 feet 6 inches; displacement loaded, 232 tons; gross tonnage, 137; net tonnage, 93; bunker fuel capacity, 17 tons; speed, 11 knots light.

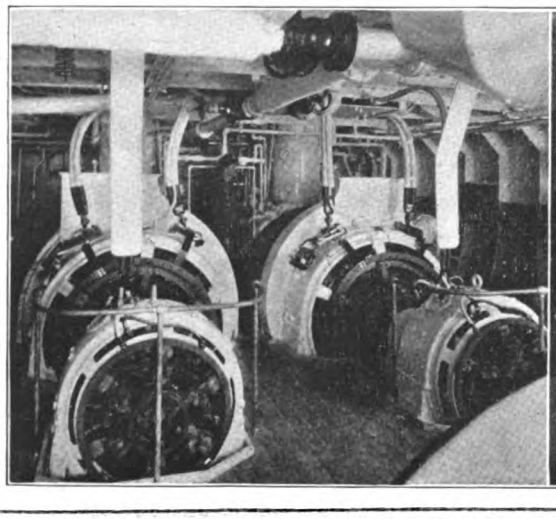
MACHINERY PARTICULARS

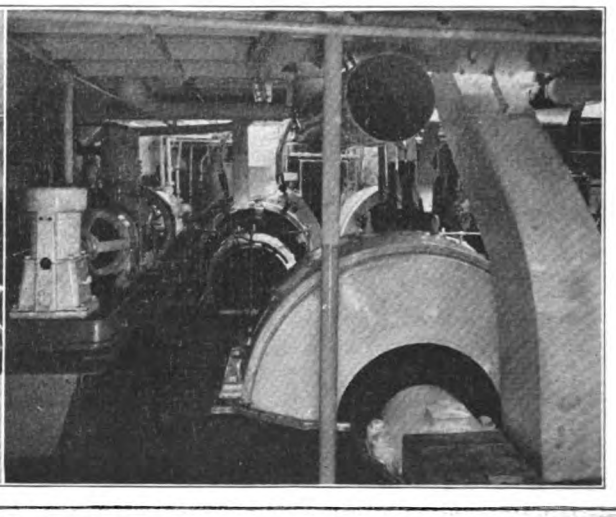
Main Engines—Two oil engines, built by Ingersoll-Rand Co.; type, 4-cycle 3-cylinder solid injection; size, 15 inches bore and 20 inches stroke, developing 225 brake horsepower at 257 r. p. m. Each engine is direct-connected to a General Electric generator of 157 kilowatts at 125 volts with attached exciter of 26 kilowatts. The generators are connected in series and supply the current for a General Electric single armature propelling motor of 370 horsepower at 125 r. p. m.

AUXILIARY EQUIPMENT

Manufacturers of:
Aux. Engine—One 6 H. P. Bates & Edmonds Motor Co.
Pumps—Northern Fire Apparatus Co.
Capstan—Hyde Windlass Co.
Steering Engine—American Engineering Co.
Propellers—American Manganese Bronze Co.
Refrigeration—"Frigidaire" Delco Light Co.
Electric Generator—One, General Electric.

The three VAN DYKE tugs are modern steel hull single screw tugs. Two oil engines generate electric current for a single armature motor driving the propeller. Besides being fully equipped for all kinds of towing service each tug is fitted with a two-stage Cameron centrifugal fire pump of Ingersoll-Rand make, having a capacity of 1000 gallons per minute at 85 pounds pressure. This pump is driven by a 75-horsepower motor running at 1750 revolutions per minute.





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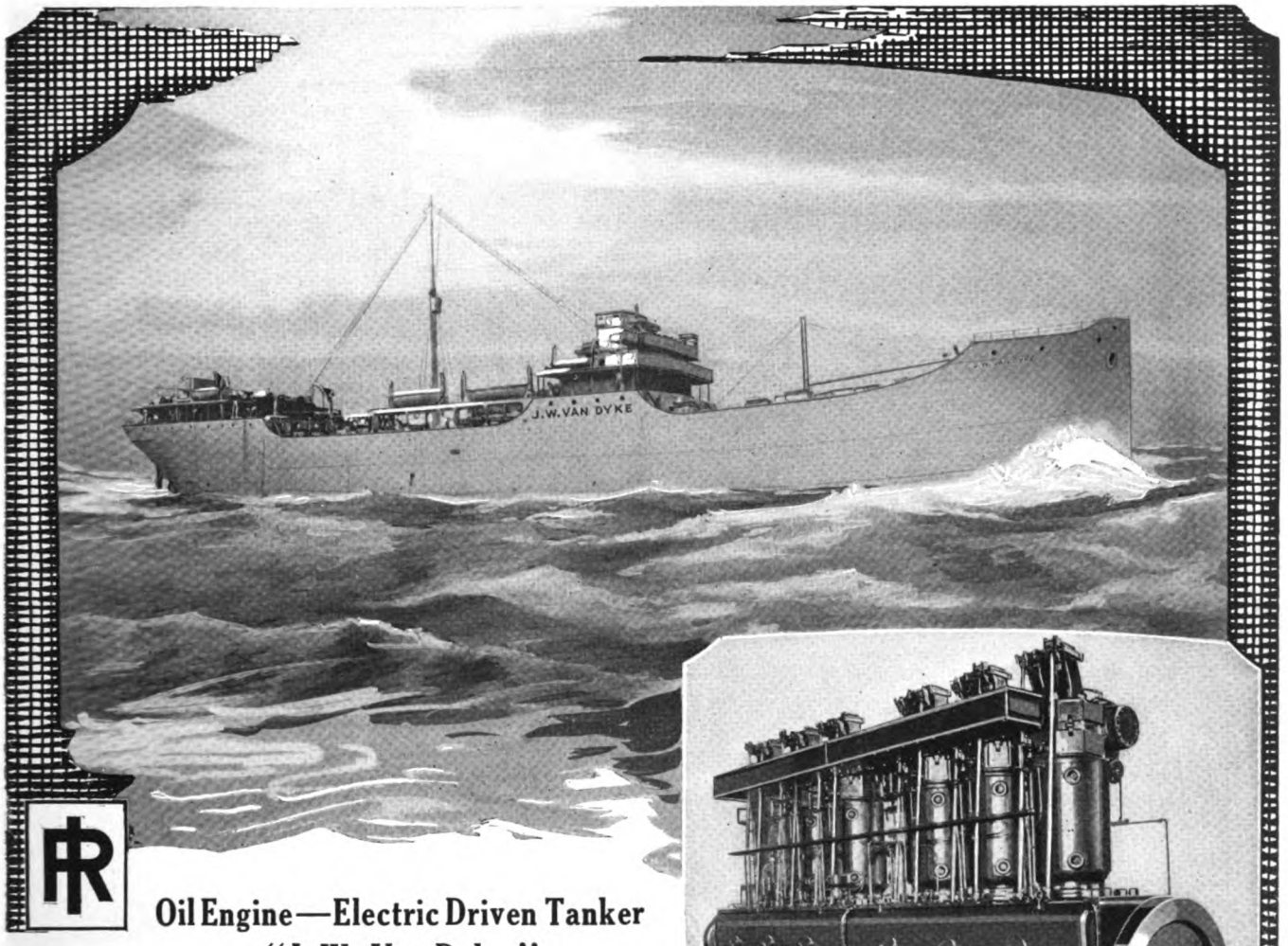

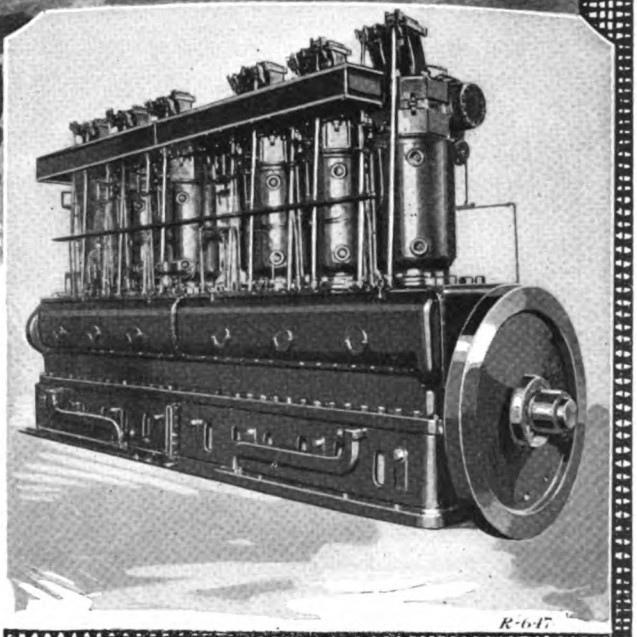

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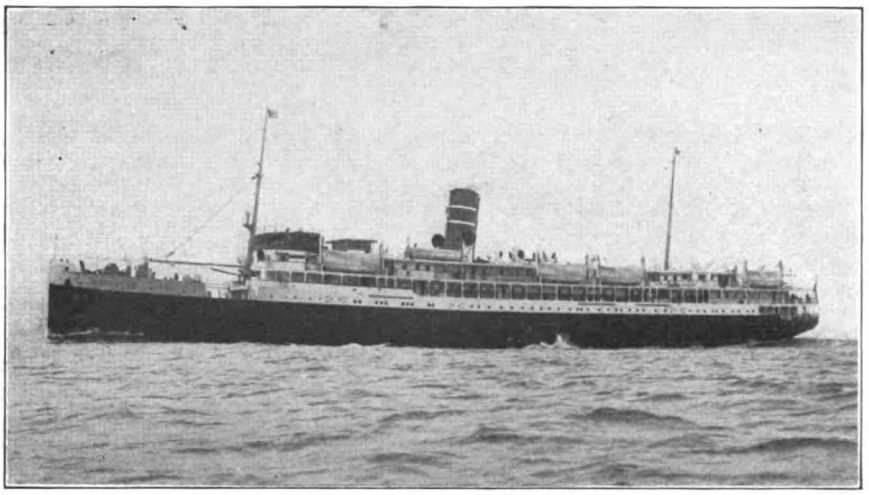
ROBERT E. LEE—Passenger—Coastwise—Single Screw Steam



DESCRIPTION

The two single screw steam turbine reduction gear passenger ships ROBERT E. LEE and GEORGE WASHINGTON were especially designed to meet the experienced requirements of the Old Dominion Steamship Co. in its service between New York and Norfolk. They are oil burners and have a speed of 16 knots.

Name—ROBERT E. LEE, GEORGE WASHINGTON.

Owner—Old Dominion Steamship Co.

Builder—Newport News S. & D. D. Co.

Naval Architect—Theodore E. Ferris.

Completed—GEORGE WASHINGTON, Dec. 1924, ROBERT E. LEE, Feb., 1925.

Class—A-1E, with freeboard—Am. Bureau.

HULL PARTICULARS

Length overall, 389 feet 9 inches; length between perpendiculars, 375 feet 6 inches; breadth molded, 53 feet 9 inches; depth molded to hurricane deck, 29 feet 9 inches; draft loaded, 17 feet 9 inches; displacement loaded, 6430 tons; gross tonnage about 5000; net tonnage, about 3700; passenger capacity, 322 white and colored; steerage, 58 white and colored; immigrants, 282; cargo, capacity tons, 1700; cargo, capacity, cubic feet, 249,300 bales; bunker fuel capacity in tons, 365; speed, 16 knots.

MACHINERY PARTICULARS

Main Engine—Name of builder, Newport News Shipbuilding & Drydock Co.; number 1; type, Curtis-Brown turbine, single reduction gear; size, 4750 shaft horsepower.

Boilers—Number 4; name of maker, Babcock & Wilcox Co.; type, water tube; size, total water heating surface about 16,628 square feet; fuel, oil.

AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—Worthington Pump & Machinery
Windlasses—American Engineering Co.
Winches—Lidgerwood Mfg. Co. (2 only), 10 cargo elevators, electric.
Steering Engine—American Engineering Co.
Propellers—Newport News S. & D. D. Co.
Fans, Motors—Diehl Mfg. Co.
Refrigerating Mach.—Brunswick-Kroeschell
Compass—Kolster Radio.
Oil Burning Equipment—Babcock & Wilcox
Superheaters—Babcock & Wilcox Co.
Electric Generators—Westinghouse E. & Mfg.
Feed Water Heater—Davis Eng. Corp.
Oil Heaters-Coolers—Davis Eng. Corp.
Life Saving Equip.—Welin Davit & Boat Corp.
Radio Apparatus—Radio Corp. of America.

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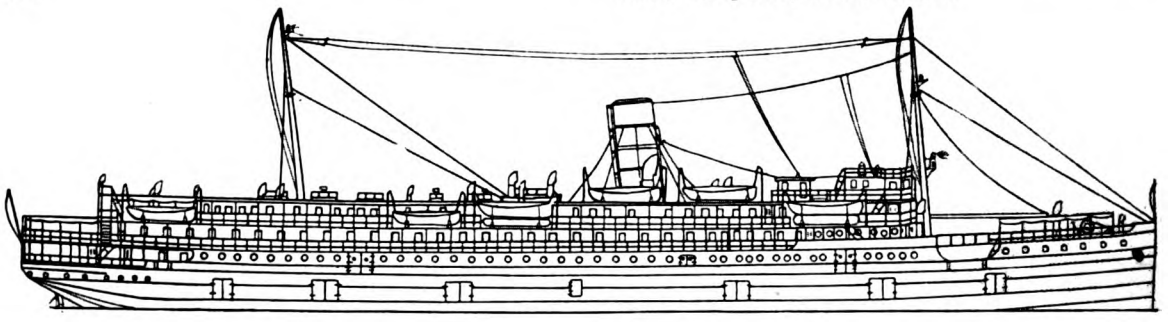

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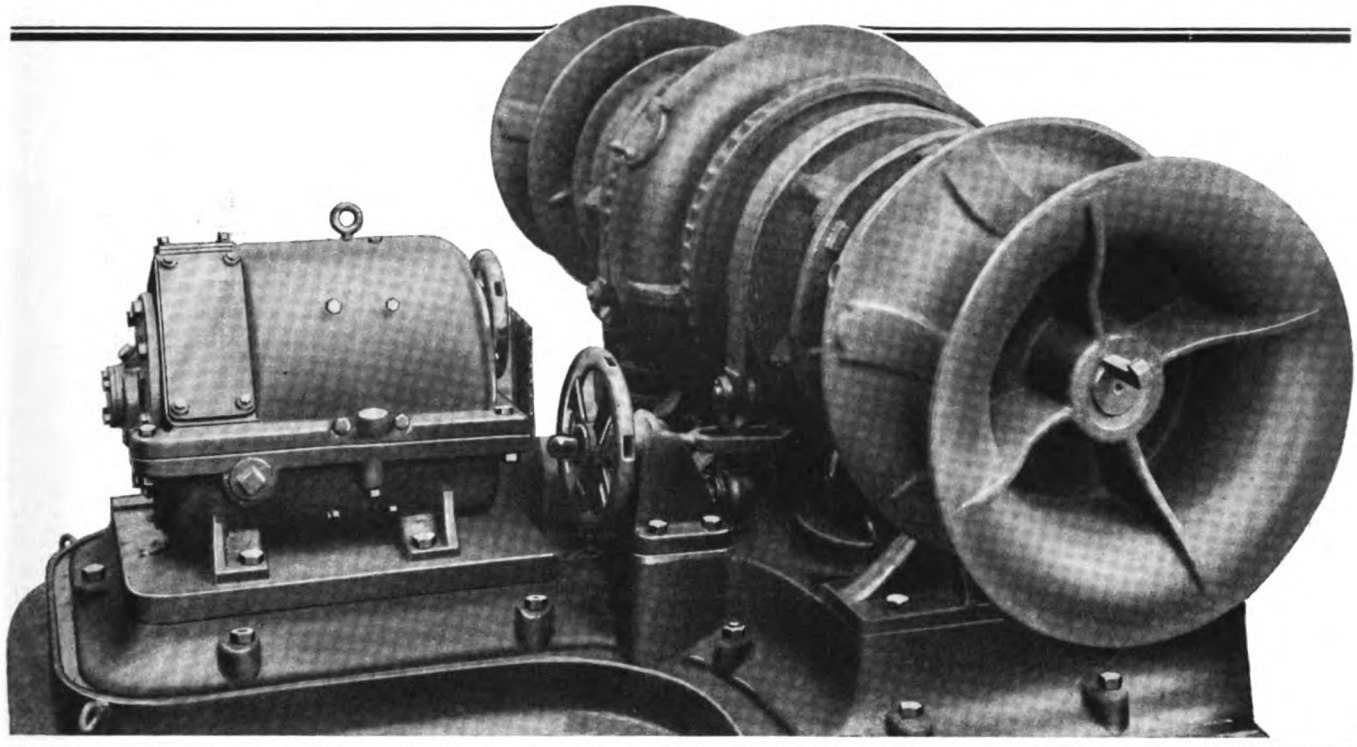

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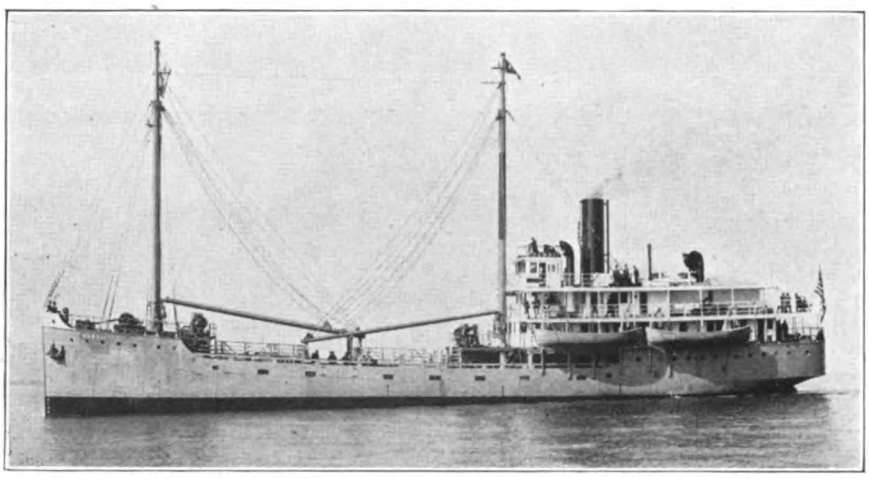
HAWAII—Passenger and Cargo—Single Screw Steam



DESCRIPTION

A comparatively shallow draft vessel for service between the islands of the Hawaiian group. The main machinery and boilers are of usual reciprocating steam and water tube type. Especially fitted to carry general cargo, cattle on deck and a limited number of cabin passengers. The cargo capacity in cubic feet is 3700.

Name—HAWAII.
Owner—Hawaii Meat Co., Honolulu.
Builder—Union Plant, Bethlehem Shipbuilding Corp.
Naval Architect—E. P. McRitchie.
Launched—September 17, 1924.
Completed—October 31, 1924.
Classification—American Bureau.

HULL PARTICULARS

Length overall 197 feet; length between perpendiculars, 190 feet; breadth molded, 36 feet; depth molded, 16 feet; draft in salt water, 13 feet 6 inches; displacement loaded, 1670 tons; gross tonnage, 851; net tonnage, 444; passenger capacity, 27 first-class and an indefinite number of steerage passengers on shade deck with no sleeping quarters. Cargo capacity, at 50 cubic feet, 740 tons. Cargo capacity, 37,000 cubic feet. Bunker fuel capacity, 190 tons. Deadweight, 810 tons. Speed 11½ knots.

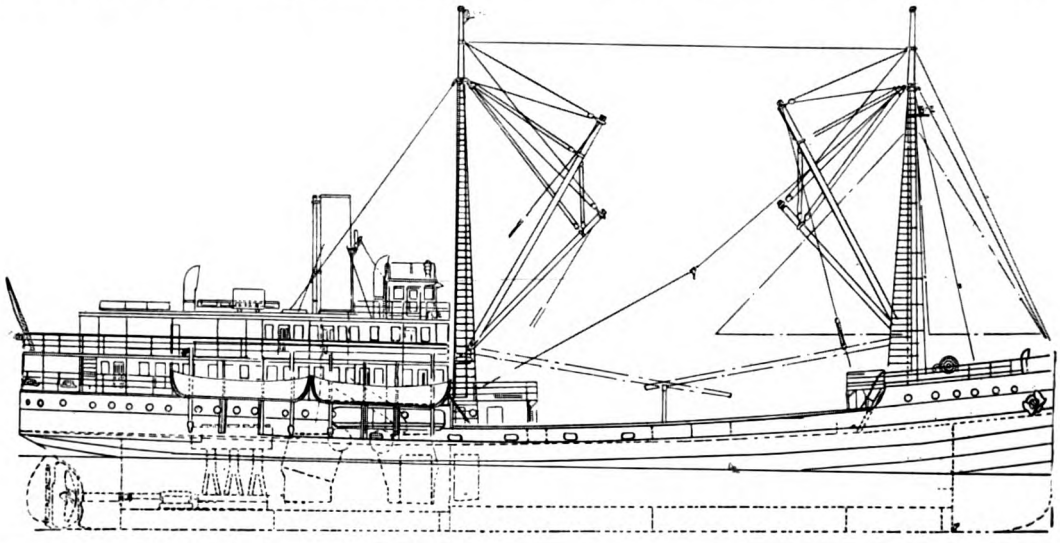
MACHINERY PARTICULARS

Main Engine—One, built by Bethlehem Shipbuilding Corp., Ltd. Union Plant. Triple expansion steam engine. Cylinders 17 inches by 27 inches by 45½ inches in diameter by 30 inches stroke.

Boilers—Number 2; name of maker, Bethlehem Shipbuilding Corp., Ltd., Union Plant; type, water tube; size, total heating surface 5020 square feet; fuel, oil.

AUXILIARY EQUIPMENT

Pumps—Worthington Pump & Machinery Corp.
Windlass—Bethlehem Shipbuilding Corp., Ltd., Union Plant.
Winches—Bethlehem Shipbuilding Corp., Ltd., Union Plant.
Steering Engines—Bethlehem Shipbuilding Corp., Ltd., Union Plant.
Propellers—Bethlehem Shipbuilding Corp., Ltd., Union Plant.
Refrigerating Machinery—Brunswick-Kroeschel amonia type.
Oil Burning Equipment—Bethlehem Shipbuilding Corp., Ltd., Union Plant.
Electric Generators—General Electric Co.



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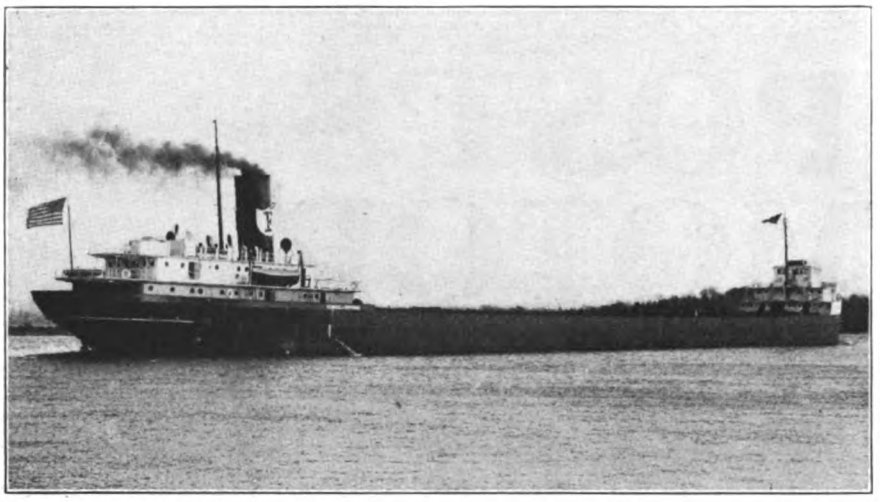
EDWARD J. BERWIND—Freighter—Great Lakes—Single Screw Steam



DESCRIPTION

This steamer is an ore and coal carrier of the modern lake type with eighteen 12-feet hatches spaced 24 feet between centers. Side tanks are carried to the main deck and are sloped from the inner edge of the stringer to a line on the tank top just clear of the hatch sides.

Name—Edward J. Berwind.
Owner—Franklin Steamship Co.
Builder—Great Lakes Engineering Works.
Launched—July 12, 1924.
Completed—Oct. 5, 1924.
Classification—*100. American Bureau.

HULL PARTICULARS

Length overall, 612 feet; length between perpendiculars, 586 feet; breadth molded, 62 feet; depth molded, 32 feet; draft loaded in fresh water, 20 feet; displacement loaded, 19,690 tons of 2000 pounds each; gross tonnage, 8318; net tonnage, 6517; cargo capacity, 12,200 long tons, or 572,762 cubic feet; bunker capacity coal, 530 short tons; speed, 12 statute miles per hour.

MACHINERY PARTICULARS

Main Engine—One triple expansion reciprocating steam engine, built by Great Lakes Engineering Works; size 25½ x 41½ x 68 inches and 42 inches stroke.

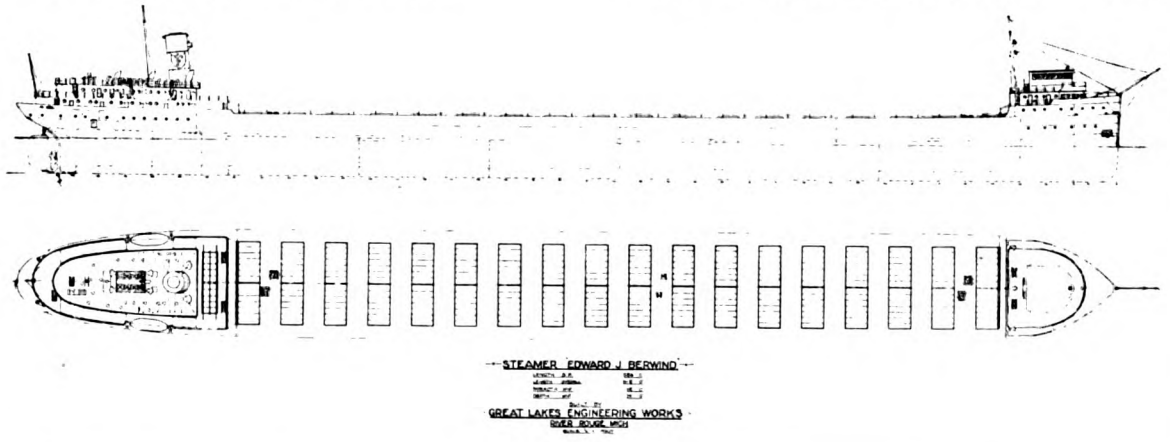
Boilers—Three Scotch type, built by Manitowoc Shipbuilding Co.; size, 14 feet in diameter by 11 feet 2 3/16 inches long; working pressure, 185 pounds per square inch; fuel, coal.

AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—Warren Steam Pump Co. and Dean Bros.
Windlass—American Engineering Co.
Winches—Hyde Windlass Co.
Steering Engine—American Shipbuilding Co.
Propeller—Great Lakes Engineering Works.
Refrigeration—Phoenix Ice Machine Co.
Superheaters—Power Specialty Co.—Foster.
Electric Generator—Engberg.
Anchor Chain—National Malleable Co.
Gyro Compass—The Sperry Gyroscope Co.
Whistle and Flashlight—Benson Electric Co.
Feed Water Heater—Griscom-Russell Co.

On account of the sloping side tanks where they join the tank tops having been carried just clear of the sides of the hatches it is not necessary in this vessel to turn the clam buckets in unloading either ore or coal. She is fitted with the latest modern equipment, including a gyro compass and a wireless outfit. Officers and crew quartered in the after end are comfortably located in a raised or double house.



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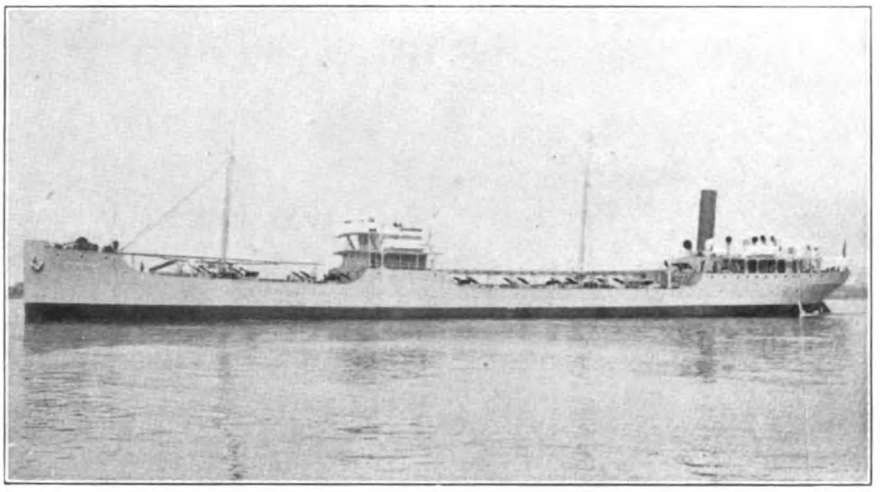
PRISCILLA—Tanker—Single Screw Steam



DESCRIPTION

A tanker of standard type with machinery aft and a short bridge with officers' quarters amidships. Single screw with triple expansion steam engine of customary design. This vessel is a duplicate of the EURANA completed in 1923. Both vessels were constructed for builders' account.

Name—PRISCILLA.
Owner—New York Shipbuilding Corp.
Builder—New York Shipbuilding Corp.
Naval Architect—New York Shipbuilding Corp.
Launched—March 20. 1924.
Completed—April 15, 1924.
Classification—American Bureau Shipping A. I. E. and Lloyds 100 A1.

HULL PARTICULARS

Length overall, 435 feet 8½ inches; length between perpendiculars, 419 feet 3 inches; breadth molded, 56 feet 3 inches; depth molded, 33 feet 4 inches; draft loaded, 25 feet 10½ inches; displacement loaded, 13,967 tons; gross tonnage, 6648; net tonnage, 4160; cargo capacity, tons, 8480; cargo capacity, cubic feet, 372,500 oil, 66,000 dry; bunker fuel capacity in tons, 1150 of oil or 1140 tons of coal; speed, sea, 11 knots.

MACHINERY PARTICULARS

Main Engine—Name of builder, New York Shipbuilding Corp.; number 1; type, 3-cylinder, triple, reciprocating; size 27 x 45 x 75 and 51-inch stroke.

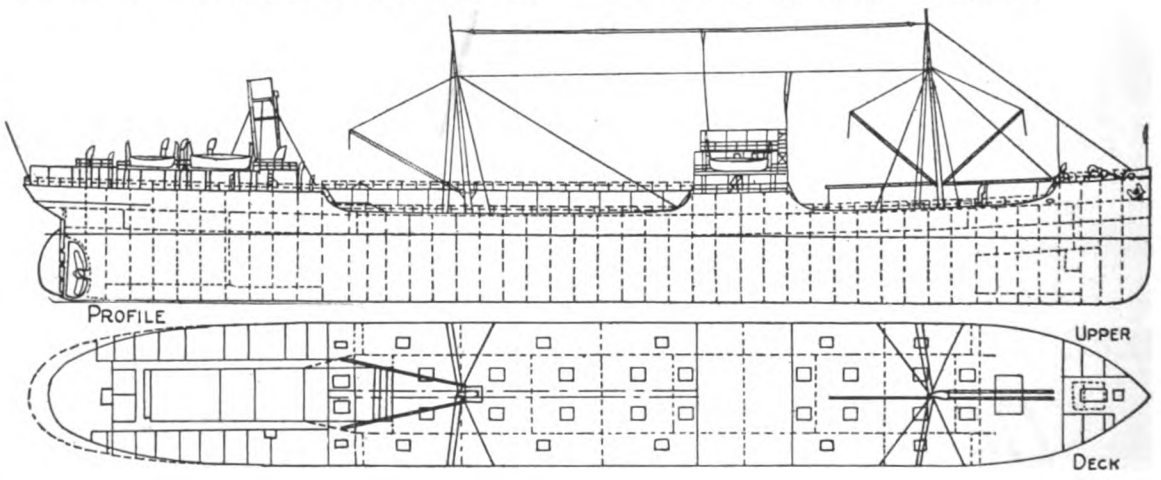
Boilers—Number 3; name of maker, New York Shipbuilding Corp.; type, S. E. Scotch; size 16 feet 1 inch diameter and 11 feet 5 inches long; fuel, oil or coal.

AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—Worthington Pump & Mach. Corp.
Windlasses—Hyde Windlass Co.
Winches—Hyde Windlass Co.
Steering Engine—Hyde Windlass Co.
Propellers—New York Shipbuilding Corp.
Refrigerating Machinery—Brunswick-Kroeschell
Oil Burning Equipment—Schutte & Koerting.
Electric Generators—General Electric Co.
Oil Purifier—De Laval Separator Co.

On account of the cessation of shipbuilding the New York Shipbuilding Corp., splendidly equipped to build any kind of a ship from the largest battle cruiser to the smallest merchant vessel decided in 1923 to complete a stock tanker for their own account. In design and construction this vessel met with favor on the part of tank ship operators and she found work to do. It was therefore decided to duplicate this vessel and the keel of the PRISCILLA was laid in the fall of 1923.



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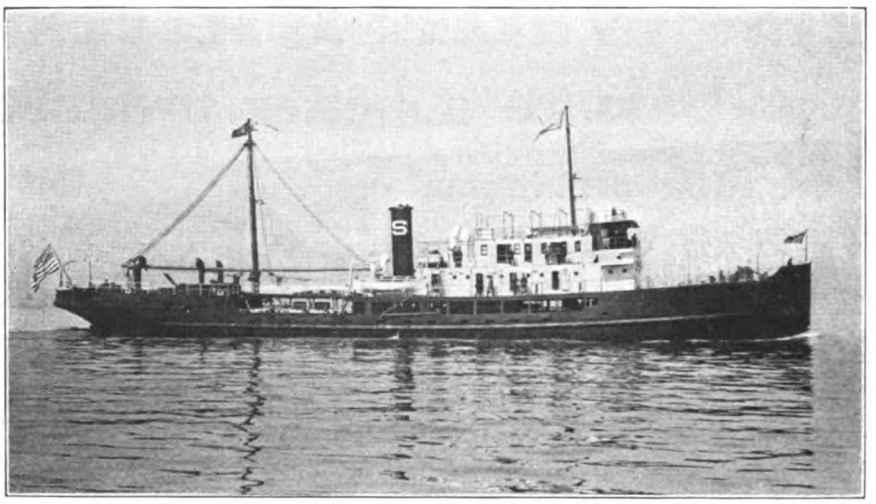
HAWAIIAN STANDARD—Tanker—Single Screw Diesel Electric



DESCRIPTION

Designed for carrying oil in bulk on comparatively shallow draft. With two diesel engines each directly connected to a generator furnishing current for a motor driving a single propeller this vessel combines great flexibility with fuel economy. This type is suitable for coastwise service and particularly for the Hawaiian island trade.

Name—HAWAIIAN STANDARD.
Owner—Standard Oil Co. of California.
Builder—Bethlehem S. B. Corp., Union Plant.
Naval Architect—Standard Oil Co.
Launched—Jan. 8, 1925.
Completed—March 7, 1925.
Classification—American Bureau of Shipping.

HULL PARTICULARS

Length overall, 221 feet 7½ inches; length between perpendiculars, 210 feet; breadth molded, 36 feet; depth molded, 16 feet; draft, 13 feet 6 inches; displacement, 2184 tons; gross tonnage, 1271; net tonnage, 633; deadweight, 1102 tons; cargo capacity, 374,502 gallons; bunker capacity, 85 tons; speed designed, 10 knots.

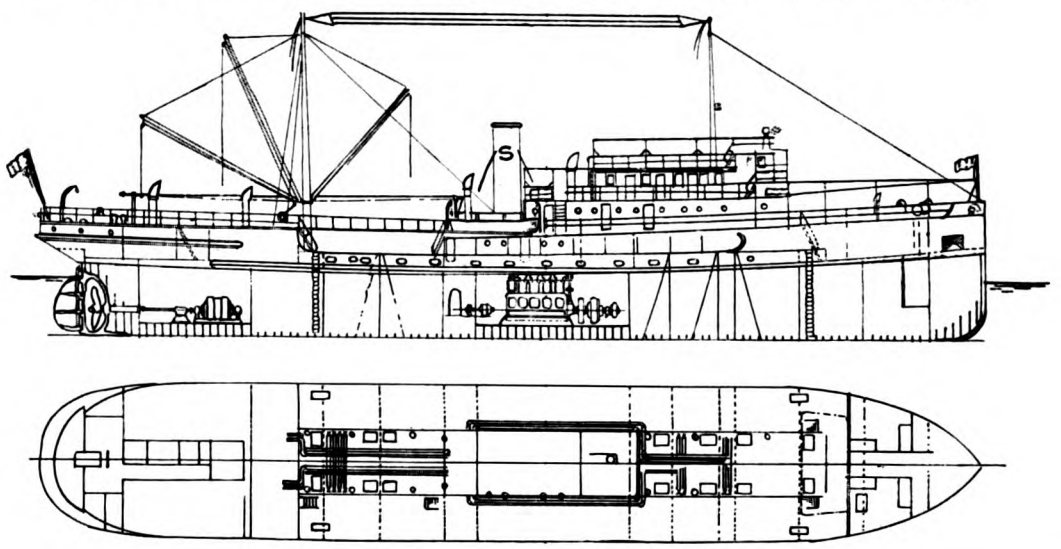
MACHINERY PARTICULARS

Main Engines—Two, built by Pacific Diesel Engine Co. of Werkspoor type; four-cycle, four-cylinder 16½ inches bore x 23⅝ inches stroke; each engine 400 brake horsepower at 225 r. p. m. direct-connected to a General Electric 245 kilowatt generator and a 30 kilowatt exciter. One double armature General Electric motor of 600 shaft horsepower direct-connected to propeller.

AUXILIARY EQUIPMENT

Manufacturers of:
Generator—5 k. w. driven by 7 H P. Union Gas Engine Co. engine.
Pumps—Centrifugal; Krogh Pump & Mach. Co.
Pumps—Rotary; Northern Fire Apparatus Co.
Windlass—Allan Cunningham Co.
Winches—Allan Cunningham Co.
Steering Gear—Hydro Elec. Hyde Windlass
Propeller—Union Plant, Bethlehem S. B. Corp.
Refrigerating Mach.—Brunswick-Kroeschell Co.

In the design of this tanker, dependability of operation and flexibility in maneuvering have been assured by providing two main diesel engines and by the use of electric drive. The engines always turn in the same direction and if one needs to be overhauled the other will furnish enough power to operate under reduced speed. The speed control is simple.



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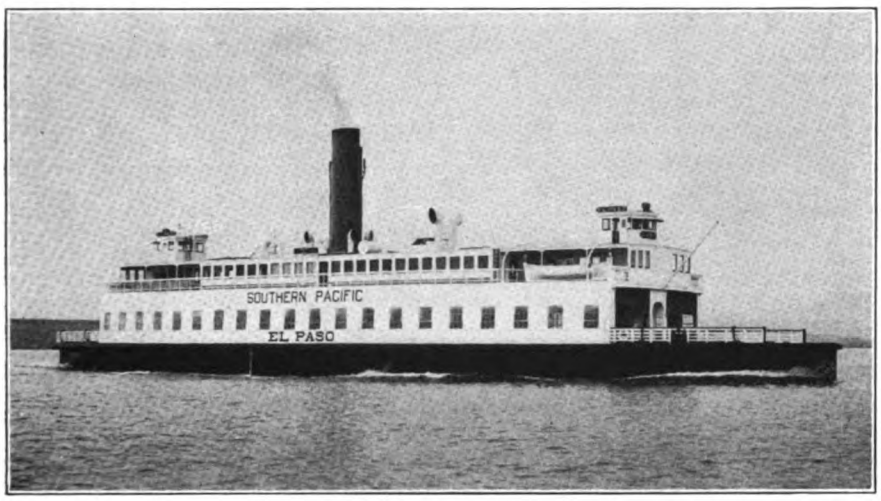
EL PASO—Ferry—Double Ended—Screw Steamer



DESCRIPTION

A steel hull, double ended, screw ferry steamer for the Richmond & San Francisco Transportation Co. Used in transporting automobiles and passengers on San Francisco bay. Machinery is of conservative type, consisting of one reciprocating steam engine and three water tube boilers equipped to burn oil.

Name—El Paso—Two sister ferry steamers.
Owner—Southern Pacific Co.
Builder—Bethlehem S. B. Corp., Union Plant.
Naval Architect—E. P. McRitchie.
Launched—Oct. 27, 1924.
Completed—Dec. 8, 1924.

HULL PARTICULARS

Length overall, 246 feet; length between perpendiculars, 234 feet; breadth molded of hull, 44 feet 8⅜ inches, and over guards 63 feet 6 inches; depth molded, 19 feet 2½ inches; draft, 12 feet 4 inches; displacement loaded, 1340 tons; gross tonnage, 1953; net tonnage, 925; passenger capacity, 1000; cargo capacity, 80 automobiles; bunker fuel capacity, 62 tons; speed (designed) 12½ knots.

MACHINERY PARTICULARS

Main Engine—One vertical inverted triple expansion steam engine built by Buckeye Engine Co.; size, 19 x 32 x 56 inches and 36 inches stroke.

Boilers—Three water tube built by Traylor Engine & Mfg. Co., heating surface for each boiler 2518 square feet; fuel, oil.

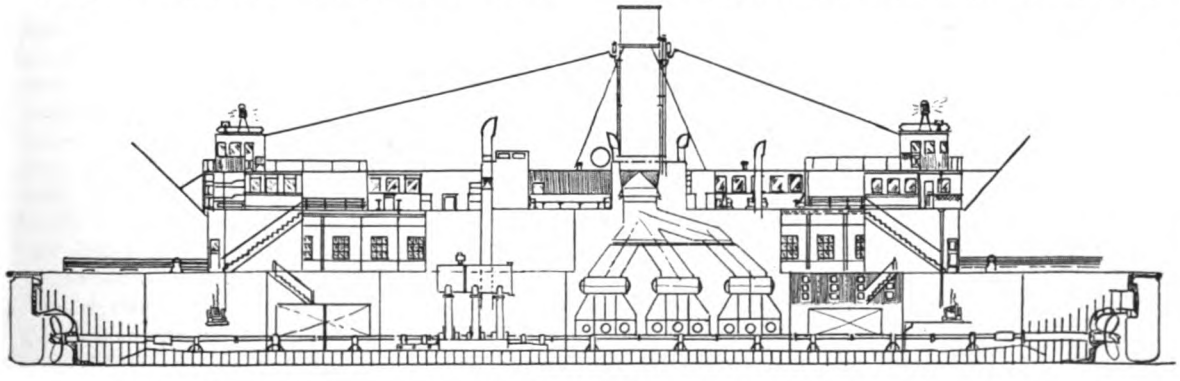
AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—Warren Steam Pump Co. and Dean

Steering Engine—Bethlehem S. B. Corp.
Propellers—Bethlehem S. B. Corp., Union Plant.
Oil Burning Equip.—Bethlehem S. B. Corp.
Electric Generator—Westinghouse Elec. & Mfg. Co., driven by a 7 x 6-inches B. F. Sturtevant engine.

The hull of the main deck is built entirely of steel on the transverse system of framing and is subdivided into eight watertight compartments making the vessel safe if one section should be flooded. Over the engine and boiler spaces the main deck is completely plated and elsewhere it is covered with stringers and tie plates. A caulked wood deck is laid on top with transversely laid sheathing spiked to planking. The sides of the superstructure housing the automobiles is built of steel with bulb angle frames and three steel webs to prevent racking. Beams supporting the saloon deck and the engine and boiler space casing are of steel. On the saloon deck is fitted a wooden house containing the restaurant, galley, smoking room, ladies' room, main cabin and lavatories. The captain's quarters are located on each end of this deck. Pilot houses are located on top of the saloon deck house. The crew's quarters are in a flat under the main deck.



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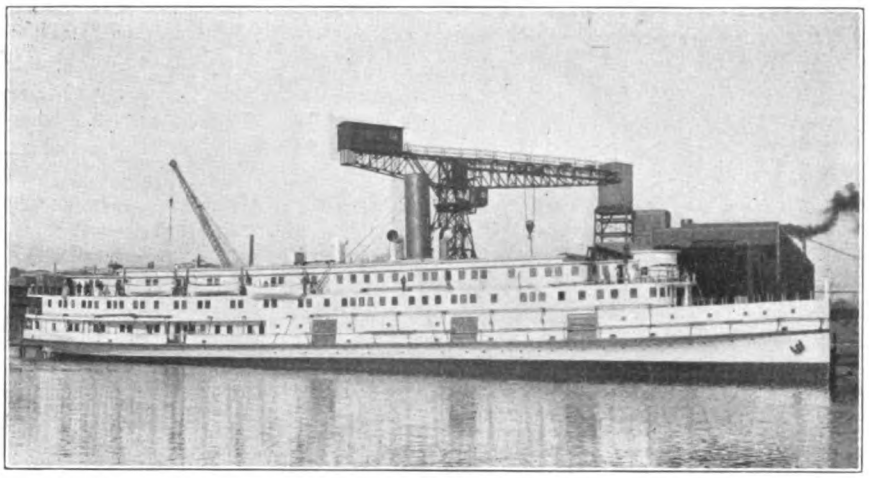
DISTRICT OF COLUMBIA—Bay Passenger—Single Screw Steam



DESCRIPTION

With many improvements but similar in general design to the steamer NORTHLAND, this vessel is particularly fitted to meet all of the requirements of the passenger and packet freight service maintained between Washington and Norfolk. There is in this run a combination of protected river, broad bay and open sea.

Name—DISTRICT OF COLUMBIA.
Owner—Norfolk & Washington Steamboat Co.
Builder—Pusey & Jones Co.
Naval Architect—A. M. Main.
Launched—Sept. 13, 1924.
Completed—Feb. 16, 1925.
Classification—None.

HULL PARTICULARS

Length between perpendiculars, 305 feet 6 inches; length between perpendiculars, 297 feet 7¼ inches; breadth molded at deck, 51 feet; depth molded at side, 18 feet; draft aft, about 14 feet; draft forward, about 12 feet 4 inches; displacement loaded, 2040 tons; gross tonnage, 2128; net tonnage, 1240; passenger capacity, 386; cargo capacity, 300 tons; bunker coal capacity, 136 tons; speed, 18 statute miles per hour.

MACHINERY PARTICULARS

Main Engine—One four-cylinder triple expansion reciprocating steam engine, built by the Pusey & Jones Co.; size, 23½ x 37 x 43 x 43 inches and 42 inches stroke.

Boilers—Four, single ended Scotch type, built by the Pusey & Jones Co.; size, 12 feet 6 inches in diameter by 11 feet 3 inches long; working pressure, 180 pounds per square inch; fuel, coal.

AUXILIARY EQUIPMENT

Manufacturers of:
Pumps—Warren Steam Pump Co.
Windlass—Hyde Windlass Co.
Steering Engine—American Engineering Co.
Propeller—Crown Smelting Co.
Electric Generators—Kearfoot Engineering Co.
Feed Water Heater—Griscom-Russell Co.
Heater—Instantaneous type—Griscom-Russell.

Many improvements will be found in the new steamer. Additional transverse watertight bulkheads are fitted in the freight space and around engine and boiler hatchways and stairways. There are deluxe rooms with private bathrooms, staterooms with private toilets and showers, running hot water as well as cold water in all stateroom lavatories. The dining saloon and all inside staterooms are aired by mechanical ventilation. Appropriate furniture and decorations have been furnished all public rooms and staterooms. The latest requirements of U. S. laws for steam vessels have been fully met.

The DISTRICT OF COLUMBIA will be propelled by a four-cylinder triple expansion reciprocating engine and she will have all necessary auxiliaries. Steam is supplied by four marine type return tube boilers using coal as fuel. The fuel bunkers have been constructed so that oil fuel can be carried when desired.

The passenger gangway aft leads to the social hall which is also used as a smoking room. This hall is paneled in mahogany from floor to ceiling. The ceiling has large decorated panels divided by shallow mahogany uncased beams and girders under supported by mahogany encased pillars. The floors are covered with rubber tiling. The furniture upholstered in leather is substantial and in good taste. At the forward end of the hall there is a news stand, also equipped to serve refreshments.

On one side of the hall is the ticket office and on the other the barber shop and men's toilet. Abaft the social hall and separated from it by a glass screen partition and large glass paneled doors is located the ladies' saloon, with a row of staterooms on either side. The walls are paneled and decorated in Louis XV style. The ceiling is paneled and the floor is covered with rubber tile. Stairways lead from this saloon upward to the saloon deck proper and down to the dining saloon. The dining saloon is furnished in colonial style with mahogany paneled wainscoting, with a light color finish above. Between the window alcoves or recesses are cabinets for silver and tableware with leaded glass paneled doors. The ceiling is finished in large panels subdivided by mahogany capped wide-spaced beams and mahogany encased girders and pillars supporting them. The floor is covered with rubber tile as is also the stairway. Ventilation is supplied by a thermo fan system with the exhaust fans fitted in the forward bulkhead.

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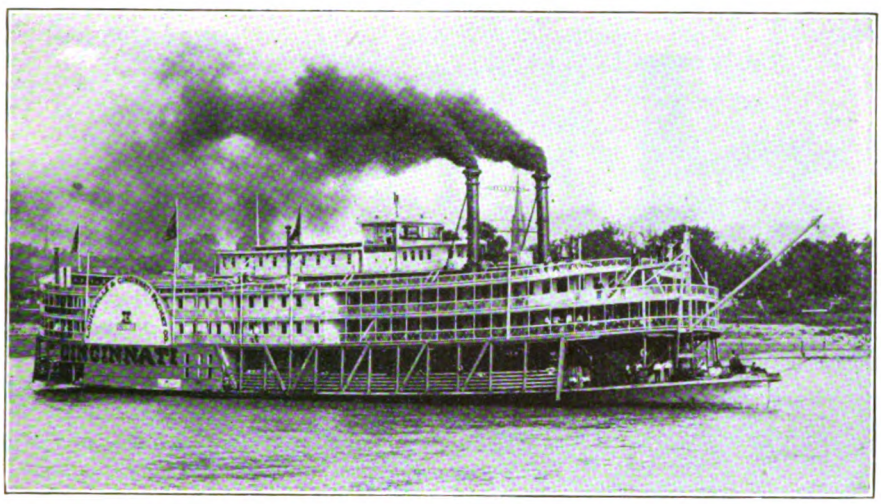
CINCINNATI—River Passenger—Side Paddle Wheel Steam



DESCRIPTION

A large modern side wheel, river passenger and packet freight steamer for service on the Ohio and Mississippi rivers between Cincinnati and New Orleans. The hull is of steel and is subdivided into 39 watertight compartments. Twin tandem compound steam engines furnish power. Staterooms are large and have electric lights and running water.

Name—CINCINNATI.
Owner—Louisville and Cincinnati Packet Co.,
Builder—Midland Barge Co.
Naval Architect—Thomas Dunbar.
Launched—Aug., 1923.
Completed—Feb. 20, 1924.
Classification—Passenger—Ohio and Mississippi

HULL PARTICULARS

Length overall, 300 feet; length between perpendiculars, 290 feet; breadth molded of hull, 45 feet 6 inches; breadth overall, 83 feet; depth molded, 12 feet; draft, 5 feet; deadweight tonnage, 1000; gross tonnage, 1000; net tonnage, 800; passenger capacity, 400 first-class, 200 second-class and 100 third-class; cargo capacity, 800 tons; bunker fuel capacity, 200 tons; speed, 20 statute miles per hour.

MACHINERY PARTICULARS

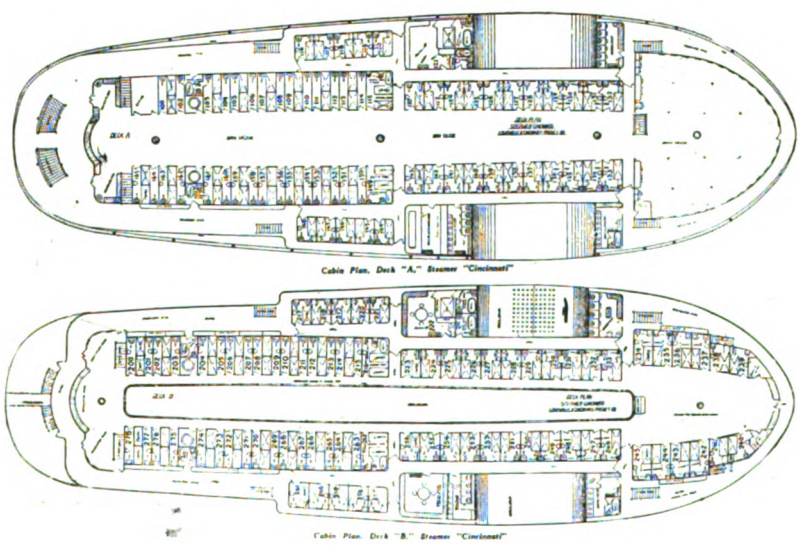
Main Engines—Two, tandem compound, built by Charles Barnes Co.; size, 22 x 40 inches and 9 feet stroke; connected directly to the paddle wheel shaft.

Boilers—Six of river type with 10 flues; size, 44 inches x 24 feet; built by the Acme Boiler Works; fuel, coal.

AUXILIARY EQUIPMENT

Steering Engine—Charles Barnes Co.
Refrigeration—Triumph Ice Machine Co.
Electric Generators—Westinghouse.
Condensers—Davis Engineering Corp.
Superheaters—The Superheater Co.

The day of the palatial river steamers on the Ohio and Mississippi is returning. The CINCINNATI is a large steel hull river steamer with sleeping accommodations for 400 first-class, 200 second-class and 100 third-class passengers. She is engaged in the service between Cincinnati and New Orleans; and intermediate points, a distance of 1513 miles which is covered in less than six days.



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P. R. R. NO. 16—Tug—Single Screw Diesel Electric

DESCRIPTION

Operated around New York harbor as a "float" tug, that is in assembling and towing car floats and barges from rail terminals to distant piers. Perfect control and flexibility is obtained with about one-half the fuel cost of steam. No standby delays or losses and ready with full power from "cold" in two minutes.

Name—P. R. R. No. 16.
Owner—Pennsylvania railroad.
Builder—Staten Island Shipbuilding Co.
Naval Architect—F. L. Du Bosque.
Completed—July 8, 1924.
Classification—Tug.

HULL PARTICULARS

Length overall, 105 feet; breadth molded, 24 feet; draft, 12 feet 6 inches; displacement, 347 tons; speed running free, 13½ statute miles; speed towing with a pull of 15,180 pounds stress on the tow line, 6.36 statute miles.

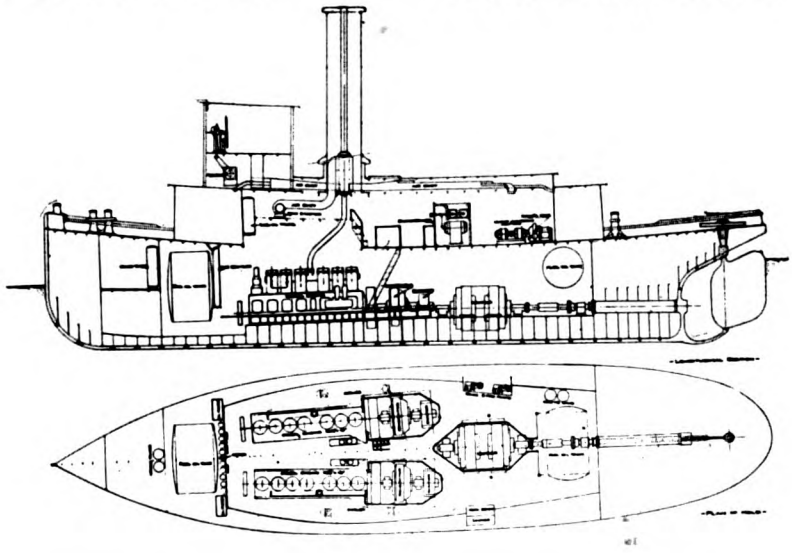
MACHINERY PARTICULARS

Main Engines—Two, built by Winton Engine Works of full diesel type, four-cycle, six cylinders single acting; diameter of cylinders, 13½ inches; stroke, 18 inches; indicated horsepower, 575; brake horsepower, 375 at 260 r. p. m. Each engine is direct-connected to a direct current generator of 235 kilowatts at 250 volts. Generators operating in series supply current to a double armature direct current motor of 575 brake horsepower at 500 volts and 125 r. p. m. Electrical equipment furnished by Westinghouse Electric & Mfg. Co.

AUXILIARY MACHINERY

The rudder is controlled by a motor-driven steering gear of the simple hoisting type, with pilot house control of the non-follow system. Light is furnished by storage batteries automatically charged by a motor-driven generating set. Quarters are heated by passing fresh air around the muffler attached to the exhaust pipes from the main engines and then by means of ducts to the desired location. An electric fan is used to circulate the air. The whistle is sounded by compressed air taken from the second stage air compressor on the main engines.

From the pilot house the helmsman can vary the speed throughout the entire range from full speed ahead to full speed astern.



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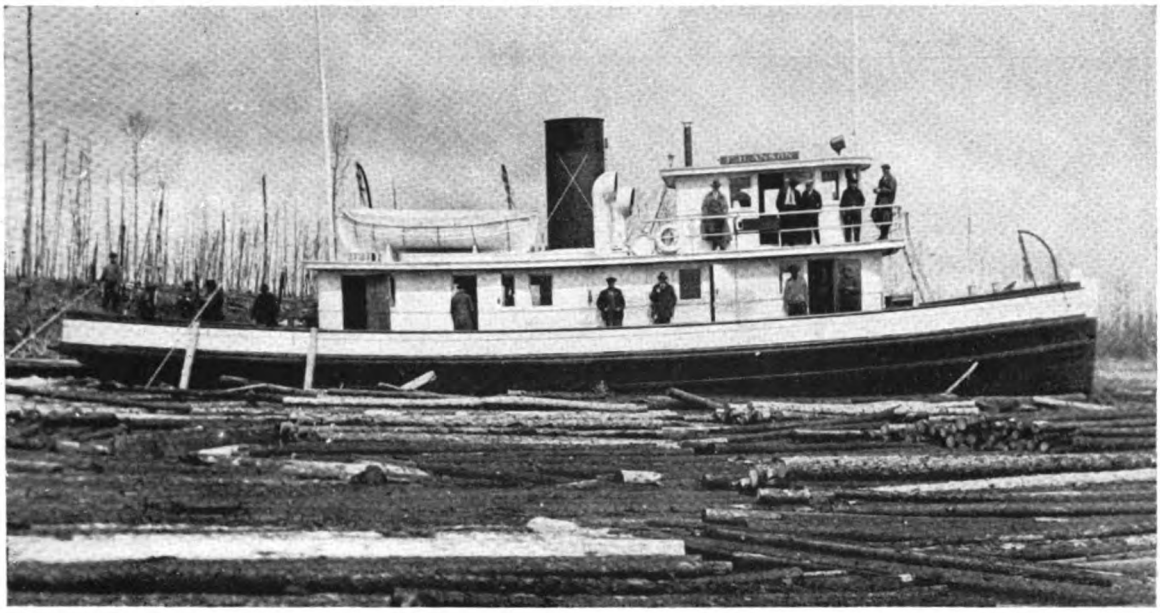
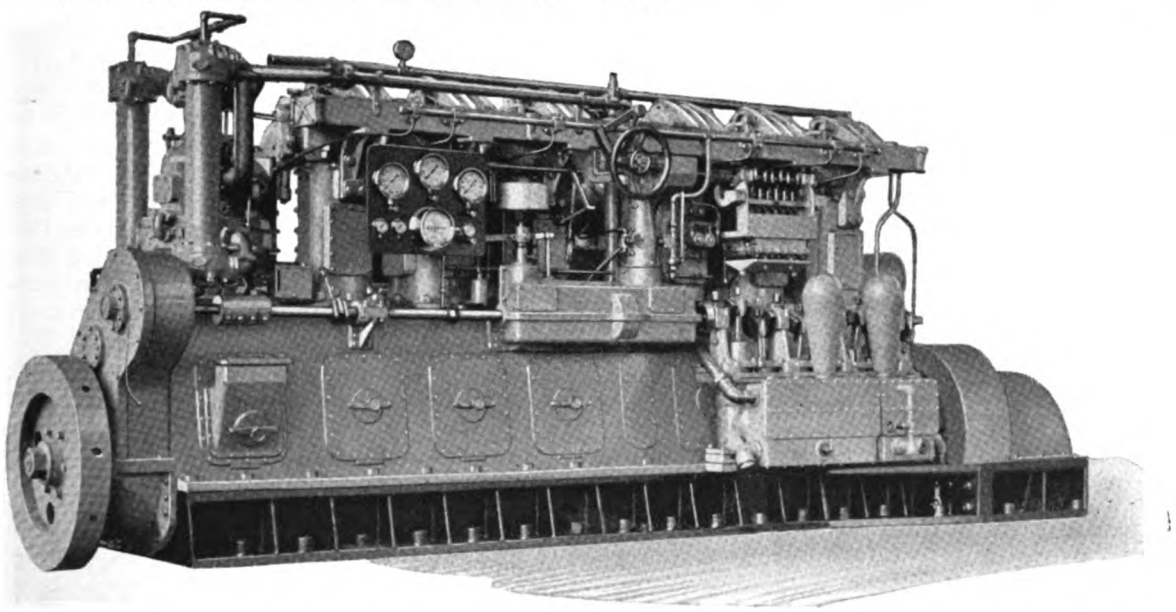


Winton Diesel Engines

As surely as water seeks its own level, builders of first-class ships seek first-class engines for those ships—engines that are dependable, economical, powerful, clean, easily handled, suited to their work; in short, thoroly efficient and satisfying.

The F. H. Anson, owned by the Abitibi Power and Paper Company, Ltd., Montreal, Can., is one of many fine workboats whose owners, after careful consideration, selected Winton Diesel Engines. Pennsylvania Railroad Towboat No. 16, illustrated on page opposite, is another. There are many more. The reason is found in a RECORD OF ACTUAL PERFORMANCE.

Built either for Direct or Electric Drive. 100 H.P. to 500 H.P. Complete engine room equipment. Further details gladly supplied on request.



The Winton Engine Company, Cleveland, Ohio, U. S. A.

New York: A. G. Griese, Inc., 331 Madison Avenue.
Los Angeles: F. G. Bryant, 201 F. W. Braun Bldg.
Boston: W. H. Moreton Corp., 780 Commonwealth Av.
New Orleans, La.: A. Baldwin Company.
Seattle: H. W. Starrett, Sunset Engine Company.
Washington: R. L. Fryer, 430 Transportation Bldg.
Cleveland, Ohio: F. C. Erdman Co., Union Trust Bldg.

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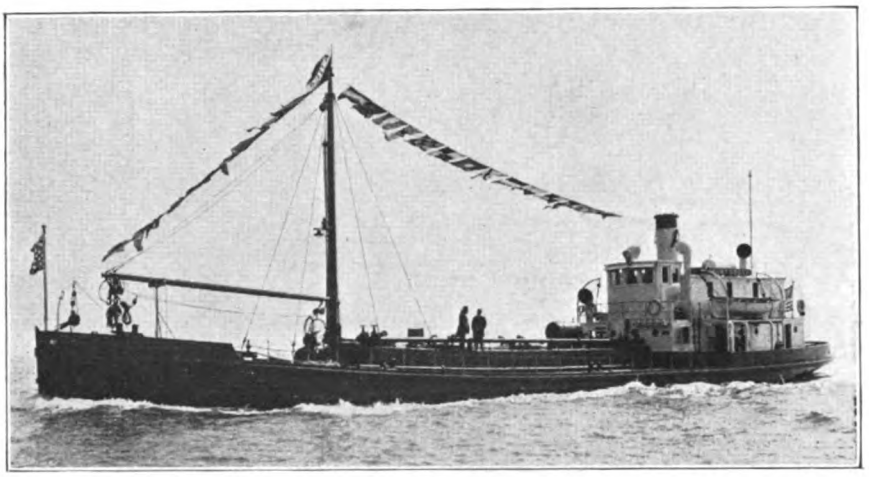
PORT COSTA—Tanker—Twin Screw Diesel



DESCRIPTION

A small shallow draft diesel-driven tanker for transporting white or refined oil on San Francisco bay and tributaries. The cargo capacity in gallons of gasoline is 157,814. Two powerful rotary cargo pumps deliver 800 barrels per hour against 100 pounds pressure. A speed of 7½ knots can be maintained.

Name—Port Costa.
Owner—Associated Oil Co.
Builder—Moore Drydock Co.
Naval Architect—Owner's design.
Launched—Sept. 2, 1924.
Completed—Sept. 17, 1924.

HULL PARTICULARS

Length overall, 147 feet 1¼ inches; length between perpendiculars, 140 feet; breadth molded, 30 feet; depth molded, 9 feet 6 inches; draft in salt water, 8 feet; displacement loaded in salt water, 735 tons; gross tonnage, 351; net tonnage, 212; cargo capacity in gallons, 157,814; cargo capacity in cubic feet, 21,042; bunker capacity in gallons of diesel oil, 1100; speed, 7½ knots.

MACHINERY PARTICULARS

Main Engines—Two built by Pacific Diesel Engine Co. of Werkspoor type; four-cycle, three-cylinder solid injection of 110 brake horsepower each. Each engine directly connected to a propeller. Machinery located aft.

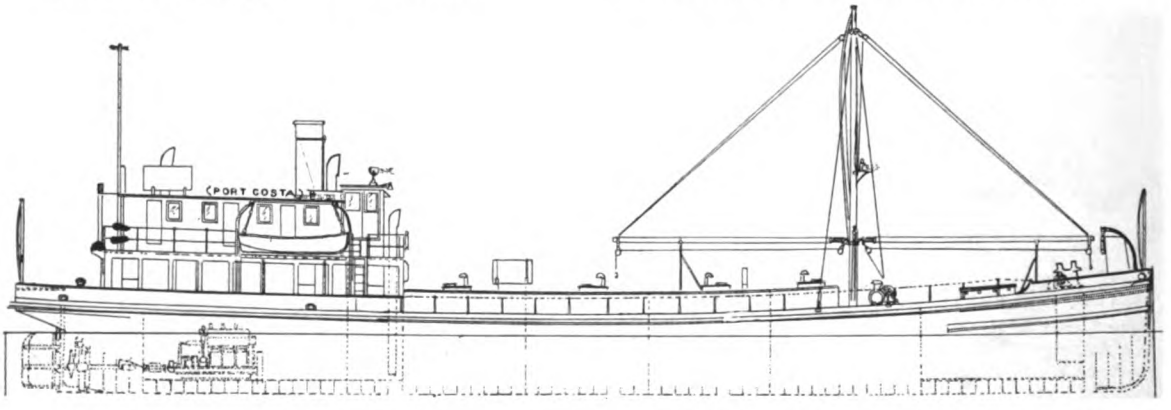
AUXILIARY EQUIPMENT

Manufacturers of:

Pumping Engines—Two of 25 horsepower each, 3-cylinder gas engines furnished by the Standard Gas Engine Co. of Oakland.

Pumps—Cargo oil, Kinney rotary type.
Windlass—Hyde Windlass Co.
Winches—One six horsepower Union Gas engine, chain drive to Windlass.
Steering Gear—Compressed air from tank.
Silencer—Maxim Silencer Co.
Propellers—Moore Drydock Co.
Electric Generator—One engine by Standard Gas Engine Co. driving one 3 K. W. gen.

The Port Costa, a steel twin screw diesel tanker, is especially adapted for the transport of refined oils from central stations conveniently located on deep water to local service stations supplying the requirements of gasoline-driven boats and to storage tanks on the water front for distribution to motor car stations ashore. As this tanker is self-propelled twin screw and of small size and shallow draft it is possible to readily maneuver in restricted waters. On account of the climate no steam is required for heating the oil and the pumping can therefore be done economically with gas engine drive. This fact taken in conjunction with the diesel engine main drive reduces fuel consumption to a minimum. The total consumption per 24 hours based on one-half pound per brake horsepower per hour would not exceed 350 gallons per day, and the chances are that this vessel will operate on 250 gallons.



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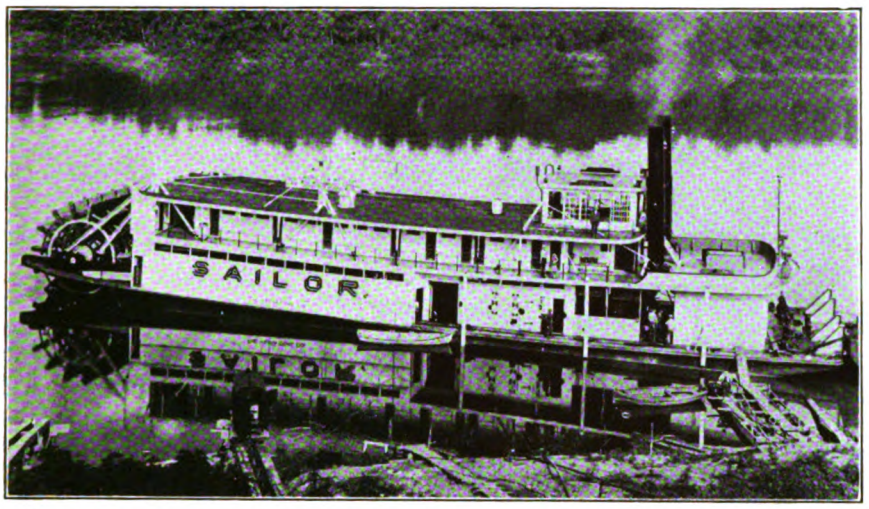
SAILOR—River Towboat—Stern Wheel Steam



DESCRIPTION

A steel hull stern wheel towboat of standard Western rivers design with two tandem compound condensing steam engines and five fire tube boilers. The boilers and engines are located on the main deck. Uptakes from the boilers are carried athwartship into two stacks, one on each side with an outer casing between decks.

Name—SAILOR.
Owner—The Vesta Coal Co., Pittsburgh.
Builder—Marietta Mfg. Co.
Naval Architect—Marietta Mfg. Co.
Completed—July 21, 1924.
Classification—Western Rivers Towboat.

HULL PARTICULARS

Length overall, 163 feet; length between perpendiculars, 135 feet 6 inches; breadth molded, 36 feet; depth molded, 7 feet 6 inches; draft loaded, 5 feet 9 inches; gross tonnage, 769; speed, 10 statute miles per hour.

MACHINERY PARTICULARS

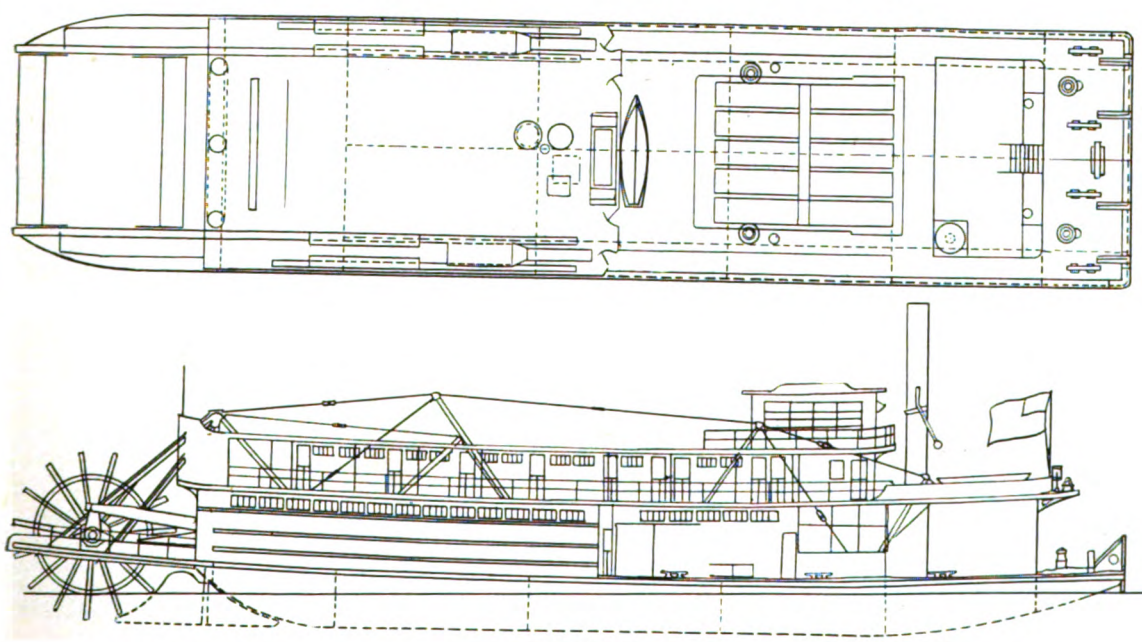
Main Engines—Two tandem compound condensing, built by Marietta Mfg. Co.; size, 16 x 32 inches and 96 inches stroke.

Boilers—Five, fire tube of Western rivers type, built by the Acme Boiler Works; size, 42 inches in diameter and 26 feet long; eight 6-inch flues; fuel, coal.

AUXILIARY EQUIPMENT

Pumps—Worthington Pump & Machinery Corp.
Capstans—Marietta Mfg. Co.
Steering Engine—Marietta Mfg. Co.
Sternwheel—Marietta Mfg. Co.
Refrigeration—York Mfg. Co.
Superheaters—The Superheater Co.
Electric Generators—General Electric Co.

The steel stern wheel towboat SAILOR, built and designed for the Vesta Coal Co., by the Marietta Mfg. Co., Point Pleasant, W. Va., was primarily intended for service as a pool boat in the Pittsburgh district. However her performance was so satisfactory that she was soon pressed into service for long distance towing.



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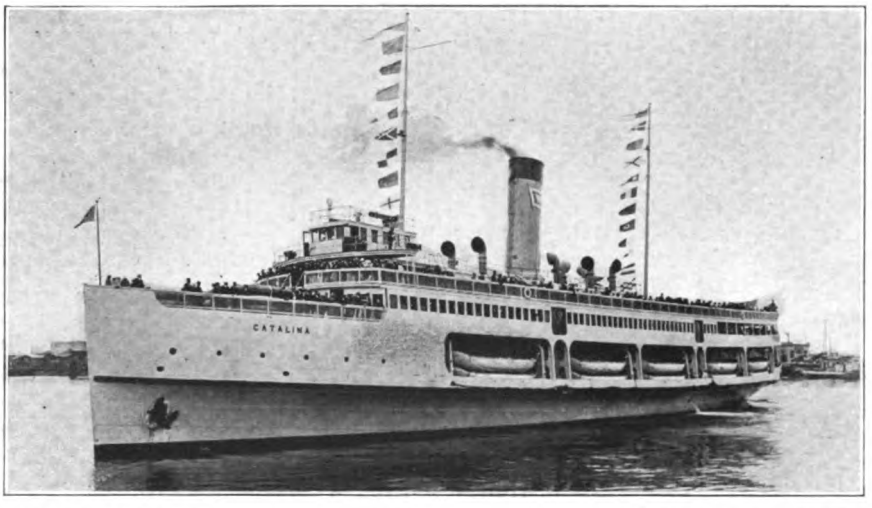
CATALINA—Passenger—Offshore—Twin Screw Steam



DESCRIPTION

This vessel has a sponson type hull and serves as a day passenger ferry between Wilmington, Los Angeles habor and Catalina Island. By the use of special davits and life boats it was possible to carry all the life saving equipment on the main deck thus leaving the top or promenade deck free for passengers.

Name—CATALINA.
Owner—Wilmington Transportation Co.
Builder—Los Angeles S. B. & D. D. Co.
Naval Architect—L. E. Caverly.
Launched—May 3, 1924.
Completed—July 1, 1924.
Classification—American Bureau of Shipping.

HULL PARTICULARS

Length overall, 301 feet 7½ inches; length between perpendicular, 285 feet; breadth molded, 52 feet; depth molded, 21 feet; draft, 15 feet 9 inches; displacement loaded, 2939 tons; gross tonnage, 1766; net tonnage, 1161; passenger capacity, 1909; cargo capacity, none; bunker fuel capacity in tons, 143; speed, 16¼ knots.

MACHINERY PARTICULARS

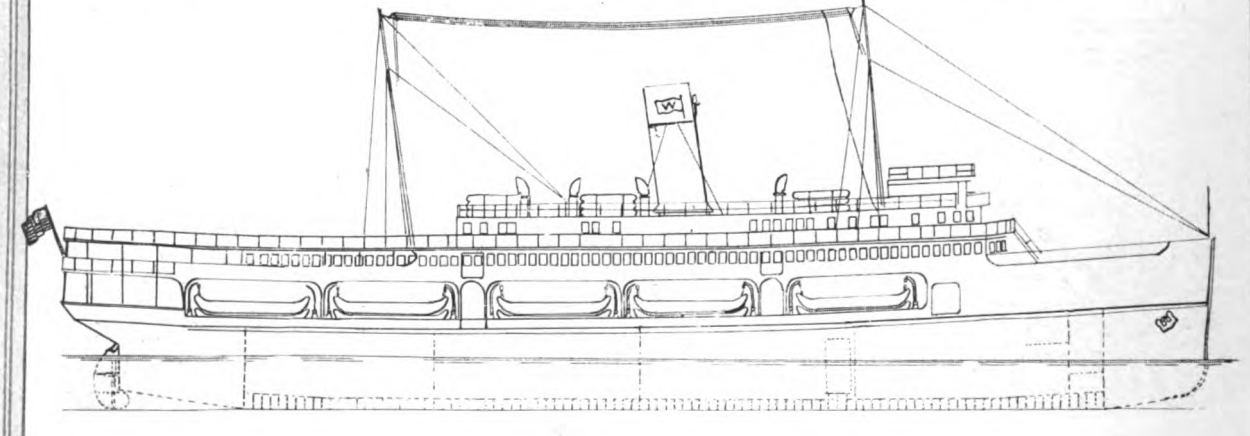
Main Engine—Two vertical triple expansion steam engines, built by Hooven Owens & Rentschler Co., size, 20½ x 35 x 60 inches and 36-inch stroke.

Boilers—Four water tube boilers of Babcock & Wilcox make; size, 13628 square feet of heating surface; fuel, oil.

AUXILIARY EQUIPMENT

Pumps—Dean Bros. Co.; Worthington Pump & Mach. Co.; United Engineering Co.
Windlass—Los Angeles S. B. & D. D. Co.
Capstans—Los Angeles S. B. & D. D. Co.
Steering Engine—Hyde Windlass Co.
Propellers—Los Angeles S. & D. D. Co.
Oil Burning Equipment—Babcock and Wilcox.
Electric Generators—Engberg.
Radio Apparatus—Radio Corp. of America.
Life Saving Equip.—Welin David & Boat Corp.
Feed Water Heater—Griscom Russell Co.

The CATALINA is a steel twin screw passenger steamer, with the greater part of the saloon deck glass-enclosed for dancing. There are 12 sitting rooms on the main deck and two private rooms, including the owner's quarters on the promenade deck. Numerous rest rooms are included on the main saloon and promenade deck for the comfort and convenience of the passengers. Her main drive consists of two reciprocating engines each connected to a single propeller. The hull is of steel construction throughout with a double bottom extending from the collision bulkhead to the after peak bulkhead. The double bottom is subdivided for carrying oil for fuel and water ballast, and both forward and after peaks may be used for ballast or as trimming tanks.



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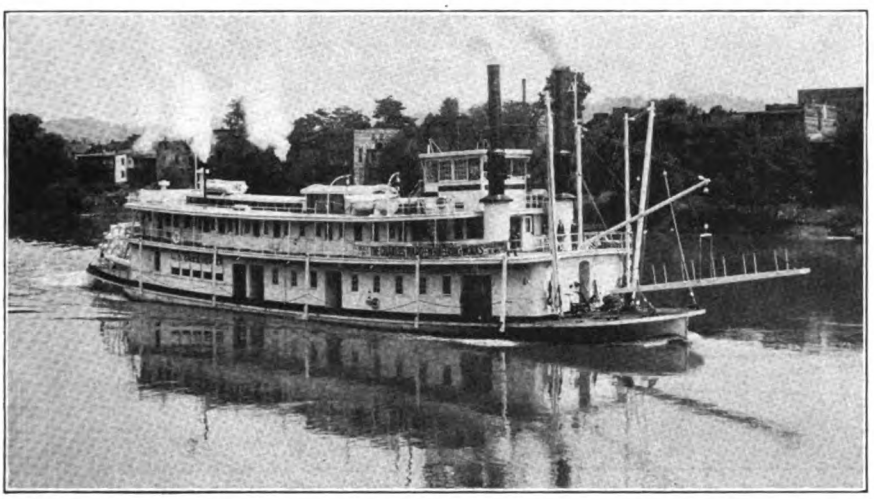
GREENBRIER—Tender—Rivers—Stern Wheel Steam



DESCRIPTION

A new steel stern wheel river steamboat, built for the United States government as a lighthouse tender and now in service on western rivers. In hull and machinery and in the accommodations great care was used in design and construction so that the finished vessel makes an excellent impression.

Name—GREENBRIER.
Owner—U. S. Lighthouse Service.
Builder—Charles Ward Engineering Works.
Naval Architect—U. S. Lighthouse Staff.
Launched—Oct. 13, 1923.
Completed—May 5, 1924.
Classification—None.

HULL PARTICULARS

Length overall, 164 feet 6 inches; length between perpendiculars, 140 feet; breadth molded, 32 feet 6 inches; depth molded, 5 feet; draft about 3 feet 6 inches; gross tonnage, 350; net tonnage, 225; cargo capacity, about 40 tons; bunker coal capacity, 10 tons; speed, 10 miles.

MACHINERY PARTICULARS

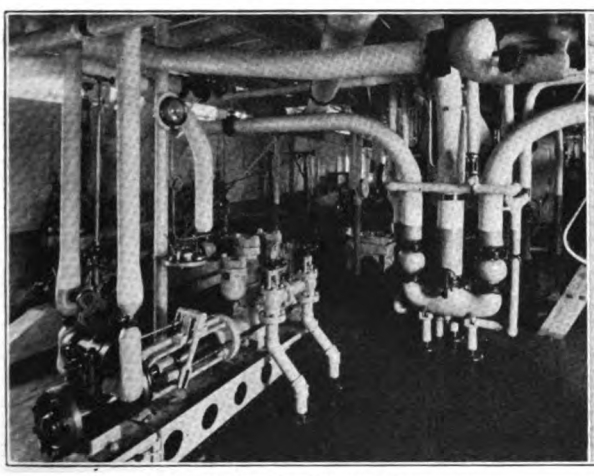
Main Engines—Two poppet valve, non condensing high pressure steam engines, built by Frisbie Engine & Machine Works; size, 15 x 84 inches.

Boilers—Three of Mississippi river type, built by Charles Ward Engineering Works; size, 40 inches in diameter and 26 feet long; fuel, coal.

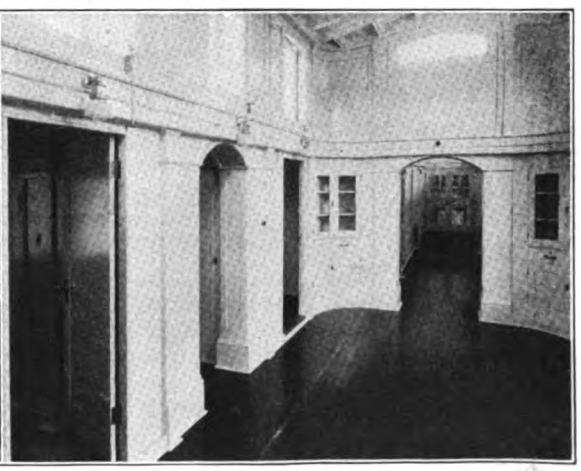
AUXILIARY EQUIPMENT

Pumps—Worthington Pump & Mach. Corp.
Windlass—Hyde Windlass Co.
Winches—Hyde Windlass Co.
Steering Engine—Laclede.
Stern Wheel—Charles Ward Engineering Wks.
Refrigeration—Brunswick-Kroeschell.
Electric Generators—Dravo-Doyle.

The hull and the deck house are built entirely of steel while the boiler deck is of wood supported on steel beams. Living quarters on the boiler deck and the pilot house are built of wood. The accommodations are particularly well laid out and the workmanship and finish are excellent. In the hold are located four cylindrical tanks with a total capacity of 4500 gallons of oil which the tender delivers at the several stations of its district. A measuring pump is used to gauge the quantity of oil withdrawn. The boiler and engine rooms are located on the main deck with the space between the two devoted to cargo. Vibration has been largely eliminated by using a staggered paddle wheel. During the builders' trials and the delivery trip from Charleston to Cincinnati the engines performed with entire satisfaction.



ENGINE ROOM LOOKING AFT



OFFICERS' DINING ROOM

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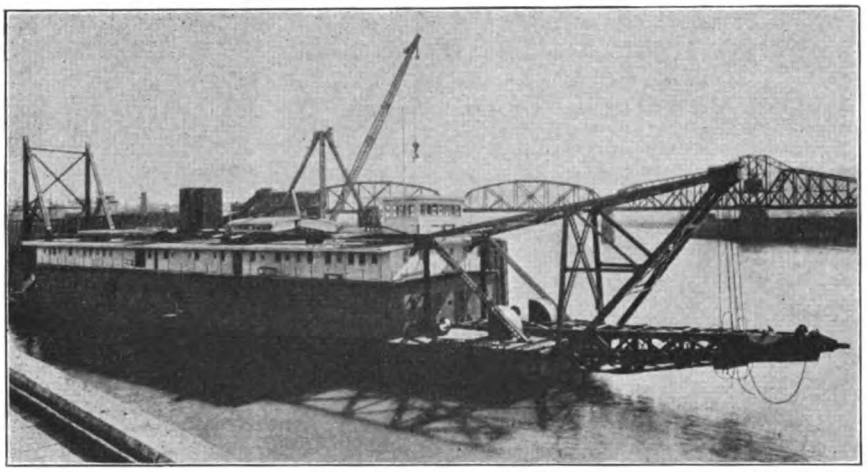
CLACKAMAS—Pipe Line Hydraulic Dredge—Diesel Electric



DESCRIPTION

Though not self propelled this dredge involves in design and construction of hull and machinery, both shipbuilding and engineering of a high order. The hull is strongly built of steel and additionally stiffened by heavy steel trusses. Electrical power is generated by no less than a combined total of 3500 brake horsepower in five diesel engines.

Name—Clackamas.
Owner—The Port of Portland, Oregon.
Builder—The Port of Portland Commission.
Designed by—James H. Polhemus.
Launched—Feb. 26, 1925.
Completed—About June 1, 1925.

HULL PARTICULARS

Length overall, 236 feet; length between perpendiculars, 236 feet; breadth molded, 50 feet; depth molded, 12 feet 9 inches; draft, 7 feet 8 inches; displacement loaded, 2478 tons; gross tonnage about 2390 tons; accommodations for a crew of 50; bunker fuel capacity, 1369 barrels, with an emergency total of 3744 barrels; the dredge is not self propelled.

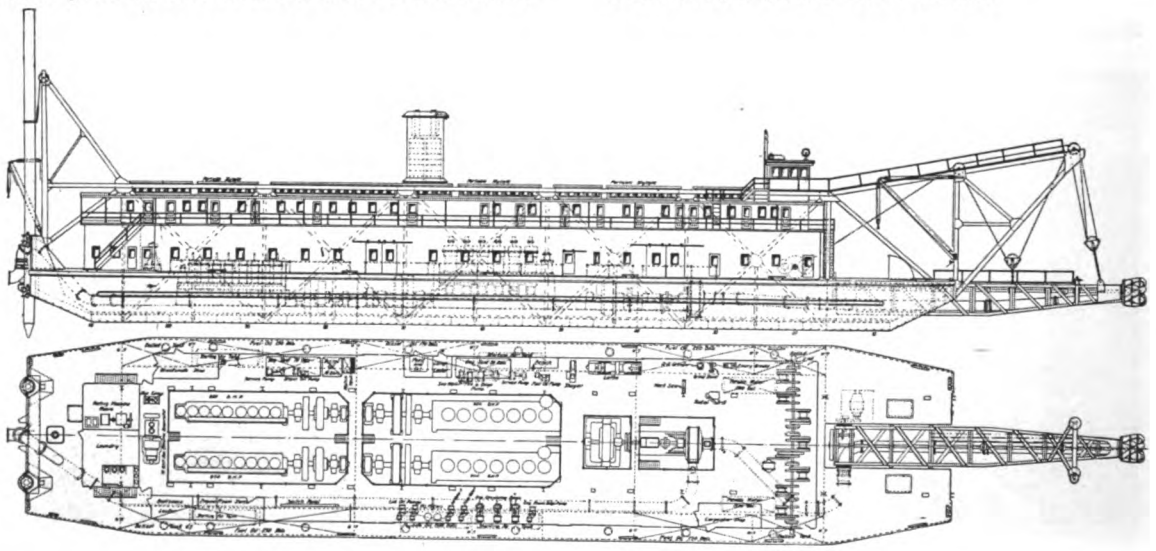
MACHINERY PARTICULARS

Main Engines—Four Diesel engines two eight-cylinder four-cycle of 800 brake horsepower each at 200 r. p. m. direct-connected to a 540-kilowatt direct current 500-volt generator; and two six-cylinder four-cycle of 900 brake horsepower each at 150 r. p. m. direct-connected to a 610 kilowatt direct current 500-volt generator. These generators furnish current to drive one five-unit motor generator balancer set; one main pump motor of 2700 b. h. p.; one cutter motor of 250 b. h. p.; one forward swing hoist motor, 75 b. h. p., one ladder hoist motor of 45 b. h. p.; one storm hoist motor of 45 b. h. p.; two fire and service pump motors of 5 b. h. p. each and motors for several other pumps, all of direct current. All of this electrical equipment furnished by Westinghouse.

AUXILIARY EQUIPMENT

Pumps—Morris Machine Works—Northern
Winches—Port of Portland, Oregon.
Refrigeration—Frick Co.
Electric Generator—Westinghouse.
Diesel Engine—Atlas Imperial Engine Co.

The designers of this dredge had the advantage of an intimate knowledge of the dredging problems of the port itself. The Port of Portland commission is responsible for the design and also the construction through it chief engineer and general manager James H. Polhemus.



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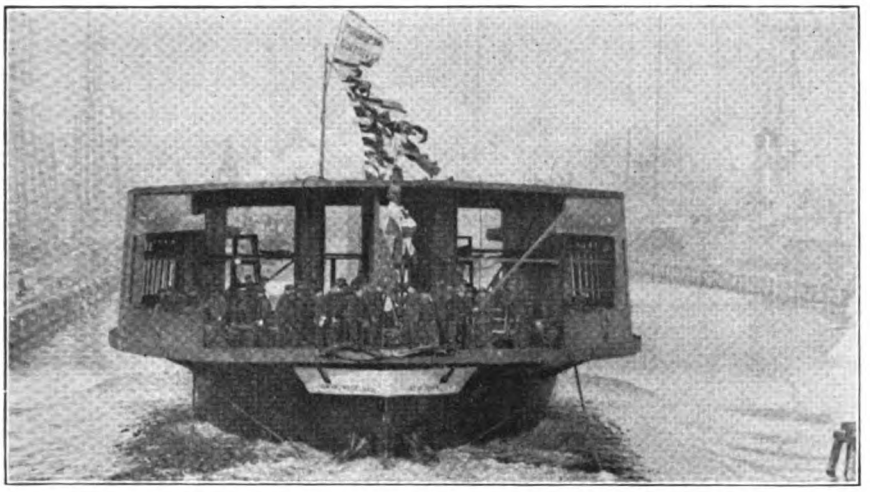
EDWARD RIEGELMAN and Class—Ferry Boats—Steam



DESCRIPTION

Double ended steel hull ferry boats for the city of New York. About 150 tons of vehicles can be accommodated in the three teamways on the main deck. Two cabins are provided for passengers, giving a total capacity of 400 persons. These ferry boats will be used by the city in the East river service.

Name—Edward Riegelman & Class.
Number—Six.
Owner—City of New York.
Naval Architect—M. G. Kindlund & City of N. Y.
Builder—Three, Staten Island Shipbuilding Co.
Builder—Three, Tebo plant, Todd Shipyards
Completed—Under Construction.
Classification—American Bureau of Shipping.

HULL PARTICULARS

Length overall, 151 feet; length between perpendiculars, 148 feet; breadth molded, 37 feet 6 inches; breadth over guards, 53 feet; draft, 9 feet 8 inches; displacement loaded, 782 tons; passenger capacity, 400; capable of carrying 150 tons of vehicles; bunker fuel capacity, 30 tons of oil; speed about 12 statute miles per hour.

MACHINERY PARTICULARS

Main Engines—Built by Staten Island S. B. Co. and Todd Shipyards Corp.; two for each ferry boat; vertical compound steam engines, 12 x 26 inches diameter of cylinders and 18 inches stroke.

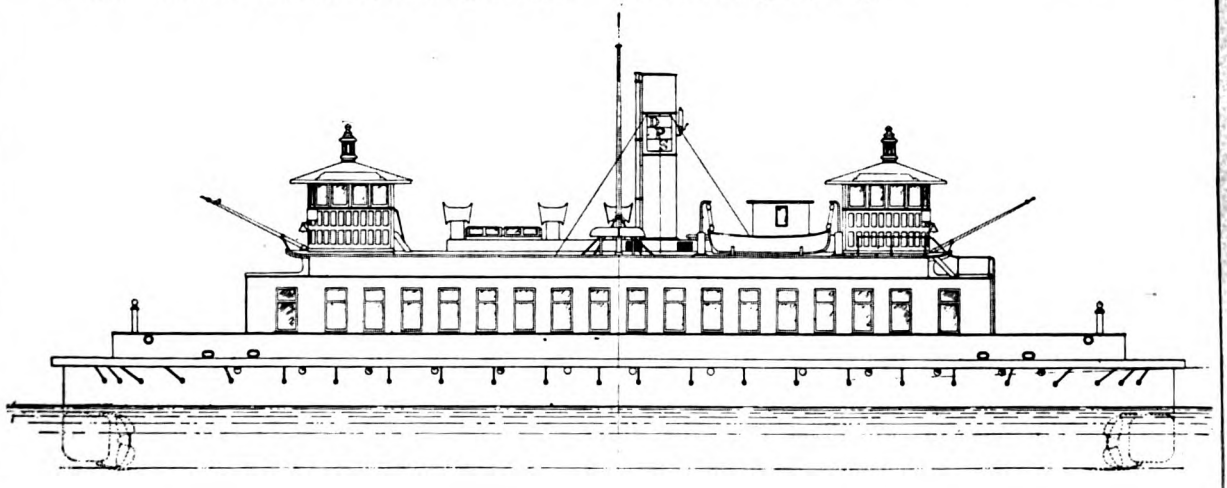
Boilers—Two for each vessel, built by Babcock & Wilcox Co.; water tube type of 1550 square feet of heating surface each; fuel, oil.

AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—Davidson; Dean; Morris Machine Wks.
Steering Engine—Hyde Windlass Co.
Propellers—By the Shipyards.
Oil Burning Equip.—Todd Shipyards Corp.
Electric Generators—General Electric.

These ferryboats are of usual design. A central shaft, connected to the main engines, of vertical compound reciprocating type, coupled together runs from end to end with a propeller at each end. The propellers of course turn simultaneously, with the reaction of the thrust of both propellers acting to drive the vessel either way, according to the direction of rotation of the engines. They will be fitted to burn oil under forced draft with a working steam pressure for the water tube boilers of 225 pounds per square inch. The design was worked out by the department of plants and structures of the city of New York in conjunction with M. G. Kindlund in a consulting capacity.



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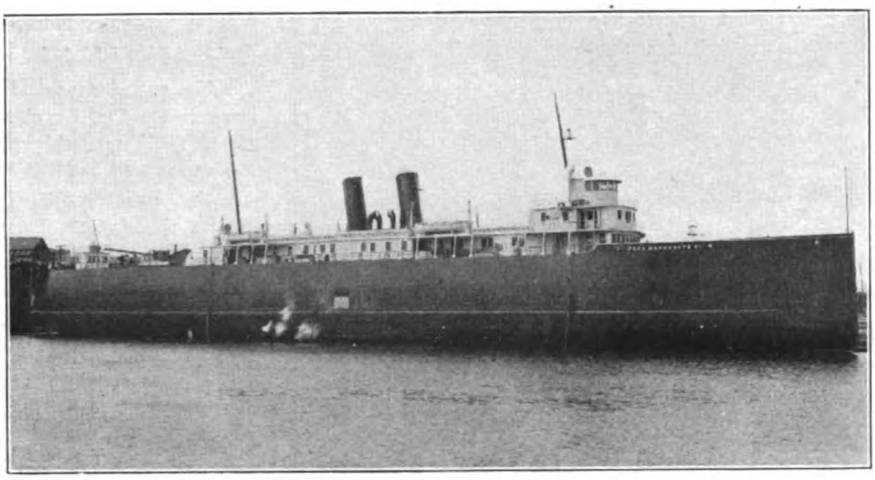
PERE MARQUETTE NO. 21—Car Ferry—Twin Screw Steam



DESCRIPTION

Two of this type were built by the Manitowoc Shipbuilding Corp. for the Pere Marquette railway for service on Lake Michigan. They are large, powerful and fast, making 14 miles per hour loaded with 26 cars of 100 tons each. Provision is made for 46 men in the crew and for 24 passengers.

Name—PERE MARQUETTE CAR FERRY No. 21, a sister boat is the PERE MARQUETTE CAR FERRY No. 22.

Owner—Pere Marquette Railway.

Builder—Manitowoc Shipbuilding Corp.

Naval Architect—Manitowoc Shipbuilding Corp.

Launched—March 18, 1924, completed summer 1924. The PERE MARQUETTE No. 22 was launched July 22, 1924, and completed Sept. 23, 1924.

Classification—American Bureau Shipping A-1.

HULL PARTICULARS

Length overall, 360 feet; length between perpendiculars, 348 feet; breadth molded, 56 feet; depth molded, 21 feet 6 inches; draft, 16 feet; displacement loaded, 6000 tons; gross tonnage approximately 3000; net tonnage, 1511; passenger capacity, 24; cargo capacity, 26 railway cars of 100 tons each; bunker fuel capacity in tons of coal, 350; speed, 14 statute miles per hour.

MACHINERY PARTICULARS

Main Engine—Two triple expansion steam engines, built by the Manitowoc Shipbuilding Corp.; size 20½ x 34 x 56 inches and 36 inches stroke.

Boilers—Four Scotch marine type, built by the Manitowoc Shipbuilding Corp.; Howden forced draft; size of boilers, 14 feet 6 inches in diameter by 11 feet long; the working pressure is 185 pounds per square inch; fuel, coal.

AUXILIARY EQUIPMENT

Pumps—Eleven in number, ranging in size from 10 x 6 x 12 inches for the main feed pump, to 3½ x 2½ x 4 inches for the drinking water pump.

Windlass—8 x 8 inches.

Steering Engine—Main steerer 9 x 9 inches and auxiliary steerer, 8 x 8 inches.

Capstans—For the car deck, four in number.

Mooring Engine—One.

Propellers—Manitowoc Shipbuilding Corp.

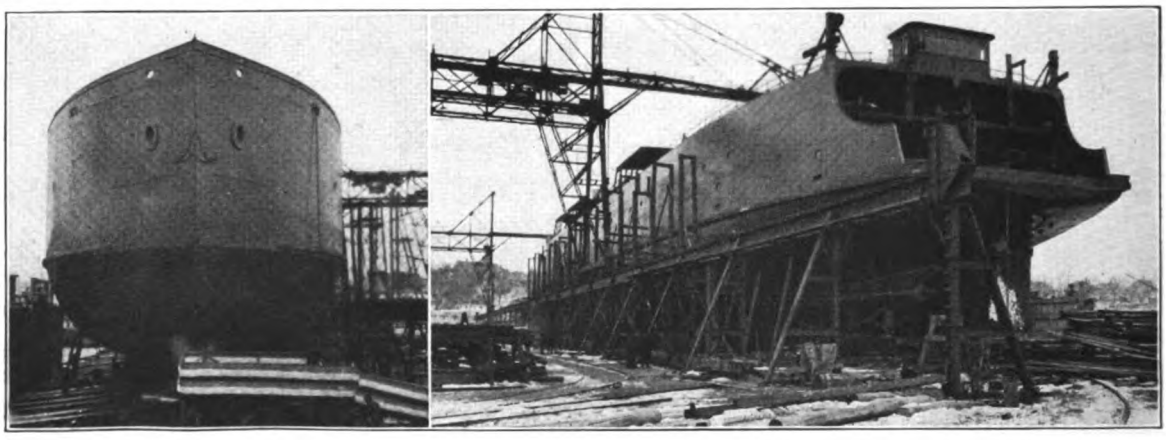
Refrigeration—Brunswick-Kroeschell Co.

Electric Generators—Engberg, two 15 kilowatts each.

Radio Apparatus—Radio Corp. of America.

Feed Water Heater—Griscom-Russel Co.

These twin screw steel car ferries for service on Lake Michigan are built on the transverse system of framing to the highest class of the American Bureau of shipping. In both hull and machinery they will compare in size with an ocean freighter, the machinery in fact being more elaborate than for the ordinary freighter. Each of the two reciprocating engines develop 1350 indicated horsepower.



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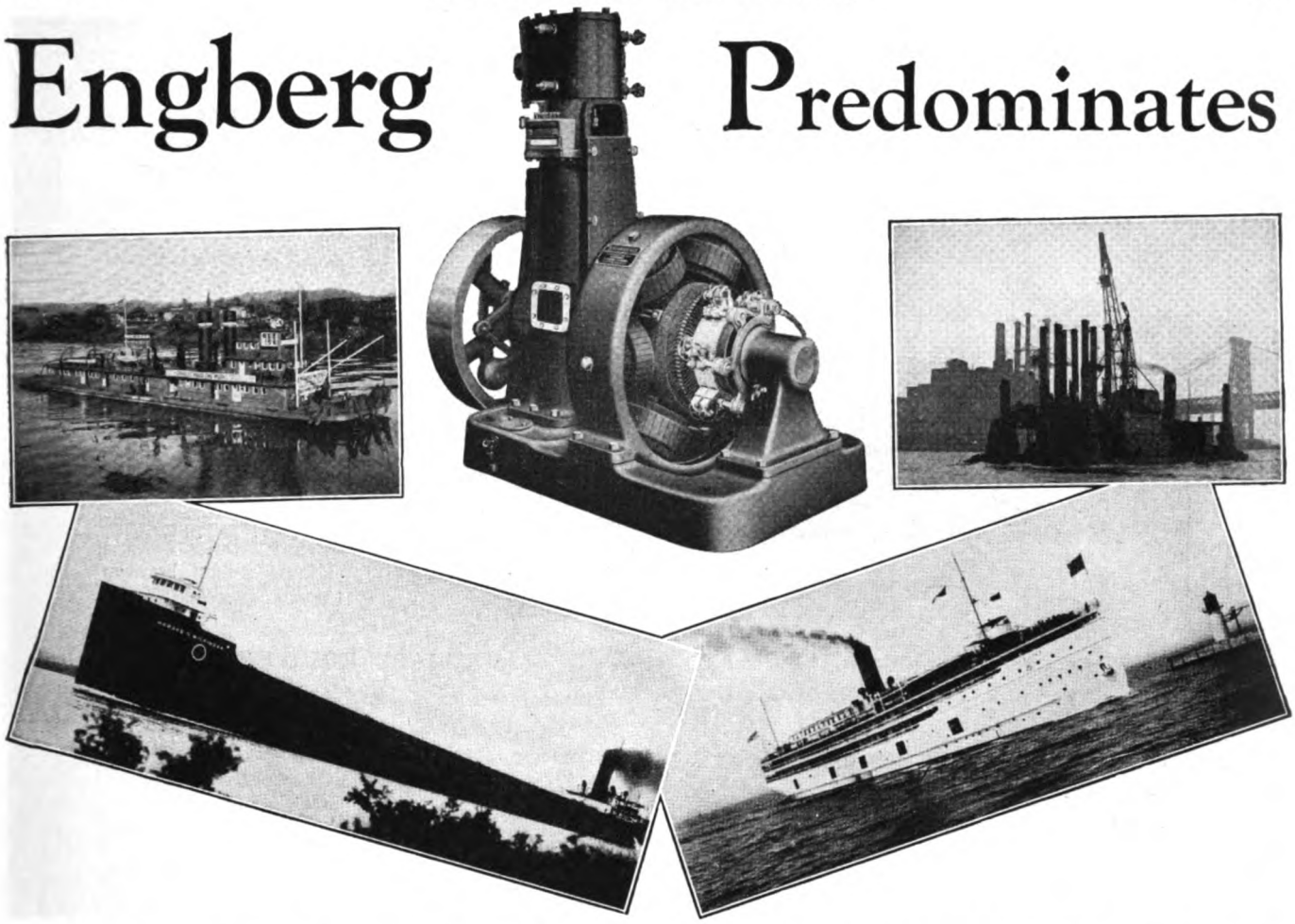
Engberg Predominates



1 ***Because the First Cost*** is reasonable and fair, consistent with correct performance. Results have conclusively proven that neither high nor low first cost is a true measure of operating economy.

2 ***Because the Design and Construction*** are generous, rugged, and based on good, sound engineering principles to meet all actual steam and service conditions in marine work. All practical features that better reliability, continuity and economy of operation are incorporated and are easily recognized from their endorsement by the leading Naval Architects, Marine Engineers and Corporations.

3 ***Because the Materials*** are the highest grade, based on careful test and years of experience, and the workmanship skilled, accurate, and positively unexcelled. This unquestionably results in minimum attention, maintenance expense, and means absolutely satisfactory service even under adverse conditions.

4 ***Because the liberal ENGBERG Guarantee*** which relieves the purchaser of responsibility for quality, correct design, and satisfactory performance is given by an experienced and well financed corporation, one that can and will fully protect the buyer's interests.

Interesting descriptive literature sent on request. Direct Current Generating Sets Catalog 105; Direct Current Generators and Motors Catalog 600; Vertical, Enclosed, Self-Oiling Engines Catalog 302.

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GENERATORS MOTORS SWITCHBOARDS

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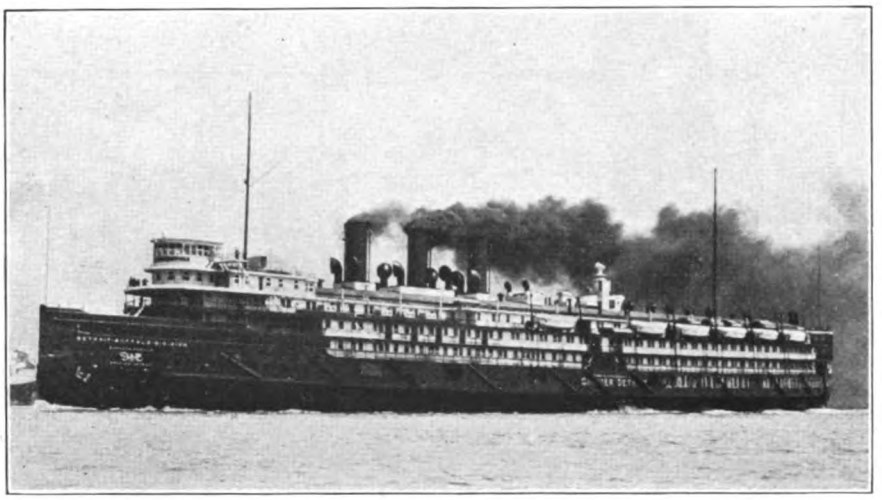
GREATER DETROIT—Side Wheel Passenger Steamboat—Great Lakes



DESCRIPTION

The GREATER DETROIT and the GREATER BUFFALO, sister steamboats of the Detroit & Cleveland Navigation Co., represent the latest developments in design and construction to give luxury, speed, comfort and maximum accommodations. Frank E. Kirby, the noted naval architect, is the designer. They carry passengers and package freight between Cleveland and Detroit.

Name—GREATER DETROIT, GREATER BUFFALO.
Owner—Detroit & Cleveland Navigation Co.
Builder—American Shipbuilding Co.
Naval Architect—Frank E. Kirby.
Completed—Sept., 1924.
Classification—Am. Bureau of Shipping. 100

HULL PARTICULARS

Length overall, 535 feet; length between perpendiculars, 519 feet; breadth molded, 58 feet hull, 96 feet 6 inches over guards; depth molded 23 feet 7 inches, 22 feet 10 inches at guard; draft loaded, 15 feet 6 inches; displacement loaded, 9315 net tons; gross tonnage, 7740; net tonnage, 3330; passenger capacity, first 1194; cargo capacity, 1200 tons (short); bunker fuel capacity, 582 tons (at 40 cubic feet); speed, 21 miles.

MACHINERY PARTICULARS

Main Engine—Name of builder, American Shipbuilding Co.; number one; type, inclined, 3-cylinder compound; size, 66 x 96 x 96 and 108-inch stroke.

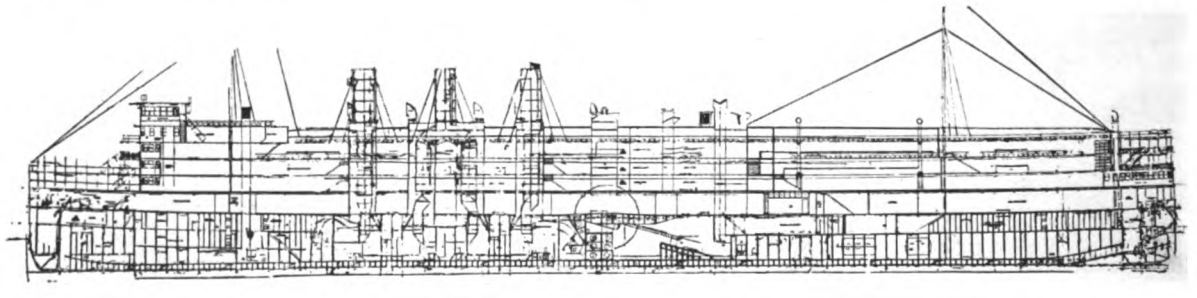
Boilers—Number 3 double ended, 6 single ended; name of maker, American Shipbuilding Co.; type, Scotch; size, double ended 14 feet 2 7/16 inches mean diameter, and 20 feet 6 inches long, single ended 14 feet outside diameter and 10 feet 6 inches long; fuel, coal.

AUXILIARY EQUIPMENT

Manufacturers of:

Pumps—American Shipbuilding Co., Warren Steam Pump Co., Morris Machine Works, Dean Bros. Co., Union Steam Pump Co.
Windlasses—American Shipbuilding Co.
Winches—American Shipbuilding Co.
Steering Engine—American Shipbuilding Co.
Paddle Wheels—American Shipbuilding Co.
Refrig. Mach.—Brunswick-Kroeschell Co.
Superheaters—Power Specialty Co.
Elec. Gen.—Allis-Chalmers with Terry turbine.
Forced Draft—American Blower Co.
Gyro-Compass—Sperry Gyroscope Co.
Radio Apparatus—Radio Corp. of America.
Anchor Chain—National Malleable & Steel Castings Co.
Whistle & Flashlight—Benson Electric Co.

When the tentative designs were laid down for these two large Great Lakes passenger boats serious consideration was given to screw propulsion and turbine machinery. From long experience and intimate knowledge of the conditions of service it was decided that side paddle wheels driven by an inclined compound steam engine would best serve all the requirements. These boats are, therefore, in every sense genuinely American in type, specially adapted for the trade in which they are engaged.



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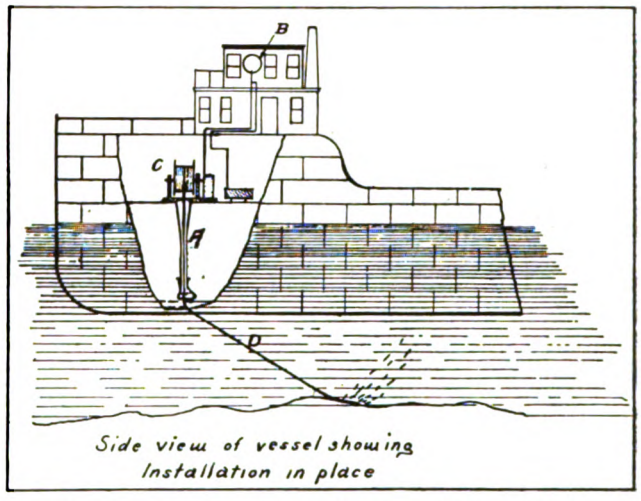
Haynes Automatic Sounding Machine

PROTECTS the entire Hutchinson Fleet

THE HUTCHINSON FLEET:

	Gross Tons
Str. Joseph Block	10,000
Str. N. F. Leopold	9,500
Str. Amazon	6,000
Str. A. A. Augustus	9,000
Str. Australia	6,200
Str. Frank Billings	8,500
Str. Joseph G. Butler, Jr.	10,000
Str. James E. Ferris (nee F. R. Hazard)	8,500
Str. Charles L. Hutchinson	10,000
Str. W. H. McGean	.....
Str. Price McKinney	8,000
Str. John A. Manuel (nee E. L. Pierce)	8,500
Str. Martin Mullen	7,000
Str. Harold B. Nye	5,776
Str William A. Paine	9,000
Str John Stanton	9,500
Str. J. J. Sullivan	10,500
Str. G. A. Tomlinson	9,000
Str. James P. Walsh	8,547



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POSITIVE PROTECTION *for* Masters and Ship Owners

The Haynes Automatic Sounding Machine gives accurate and continuous soundings during every moment of a ships movement.

It places a definite depth record constantly before the master of the vessel—and makes disaster due to shallow depth a horror of the past.

The Haynes Automatic Sounding Machine sounds warning at any pre-determined depth—and is not affected by snow, ice, or weather conditions.

Write for full details of passenger and freight vessels already equipped.

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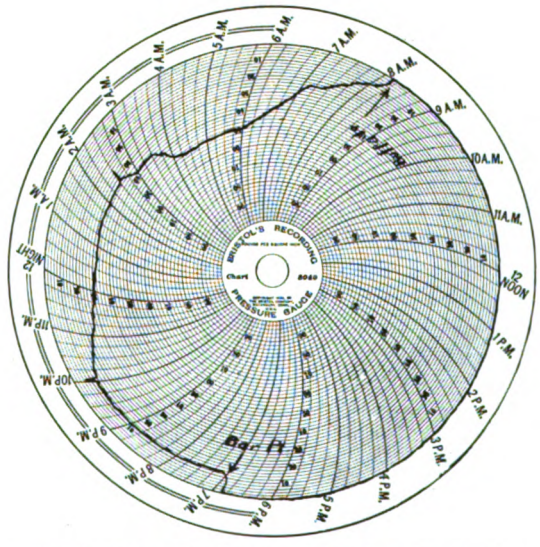

Depths Automatically Recorded by Lake Vessel on Run From Bar Point to Buffalo

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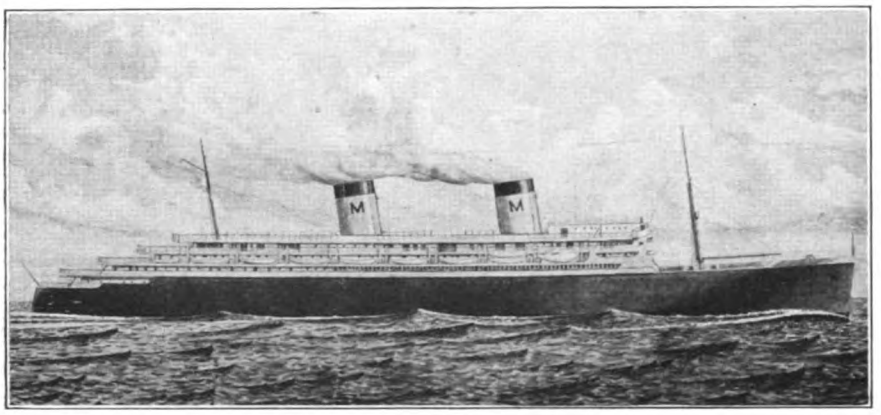
MALOLO—Passenger Ocean Liner—Twin Screw Steam



DESCRIPTION

An ocean liner meeting the recommendations of the conference for safety at sea, with twin screws driven by geared turbines of great power giving a speed of 21½ knots, and with spacious, comfortable and luxurious accommodations the MALOLO will be the equal of any transatlantic vessel.

Name—MALOLO.

Owner—American Hawaiian Steamship Co.

Builders—William Cramp & Sons Ship & Engine Building Co.

Naval Architects—Gibbs Bros., Inc., and W. A. Dobson.

Classification—American Bureau of Shipping and Lloyd's Register of Shipping.

HULL PARTICULARS

Length over all, 582 feet; length between perpendiculars, approximately 553 feet, which is also approximately Lloyd's length; breadth molded, 83 feet; depth molded to C deck, 54 feet; draft loaded, 28 feet 6 inches; displacement loaded, 22,050 tons; passenger capacity, 693 first-class; cargo capacity, 8250 tons, and in cubic feet, dry cargo 208,600, refrigerated cargo 18,600, stores 21,100; bunker capacity, 4590 tons of fuel oil; speed, 21½ knots.

MACHINERY PARTICULARS

Main Engines—Two steam geared turbines to be built by Wm. Cramp & Sons Ship and Engine Building Co., each turbine, driving a single shaft, will have 12,500 horsepower.

Boilers—Twelve water tube type of Babcock & Wilcox make, forced draft; fuel, oil.

AUXILIARY EQUIPMENT

Not yet decided upon.

Representing an investment of approximately $7,500,000 for the ship and her equipment, the S. S. MALOLO will establish a new standard for comfort and luxury in Pacific passenger travel from San Francisco to Honolulu. The ship will be of the highest type, equal in every respect to the finest vessels in the North Atlantic service. With the steady growth of Hawaii tourist travel, the Matson Line, looking ahead, is building a ship designed essentially for de luxe passenger service, combining luxury with speed. She will carry 680 first-cabin passengers (no other classes being carried), will steam the 2091 miles to Honolulu in 4½ days, and will sail from San Francisco every two weeks, making 24 or more round trips a year against the 13 made by each of the other passenger vessels.

Staterooms, approximately 270 in number, will accommodate a maximum of 680 first-class passengers. About 485 of this total will be berthed in single beds, 120 in removable Pullman berths, and 35 short sofa beds will be fitted for the use of children. Approximately 150 of the staterooms will have private bathrooms or lavatories and showers, and the balance of the passengers will be served by semi-private and public lavatories. There will be a large number of staterooms for single persons.

Public Rooms Spacious and Luxurious

The public rooms on A deck will consist principally of the library lounge, ballroom lounge, smoking room and veranda, all connected on the portside through spacious foyers and galleries giving a vista in excess of 100 yards. The main dining saloon will be on D deck. It will run the full width of the ship and will be 108 feet long, extending at its forward end 23 feet further through two alcove coffee rooms or auxiliary dining rooms. There will be seating accommodations for 500 people at one sitting and this number can be augmented to 600 if occasion requires by setting up additional tables in the main reception hall into which the dining room opens at the forward end. In conjunction with the children's dining room, under average travel conditions, all passengers can dine at a single sitting.

Elevator service will extend from stewards' stores on F and E decks to main pantry on D deck and thence up through pantries on C, D and A decks.

Sanitary System Carefully Worked Out

There will be hot and cold salt water piped to every bathroom and hot and cold fresh water to every bathroom and every individual stateroom not having connecting or private bath. Ice water will be piped through the ship with suitable outlets in all deck and service pantries together with the requisite number of ice water fountains in the public spaces. All passenger staterooms, public rooms and foyers will be provided with forced ventilation of air with natural exhaust.

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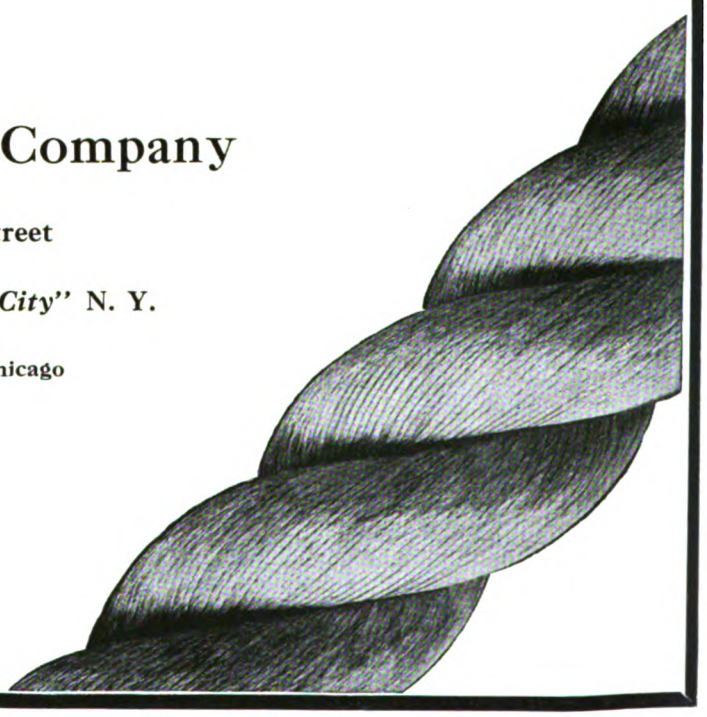

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Merchant Steel Vessels over 100 Tons, Completed, Building and Contracted for in American Shipyards From Jan. 1, 1924 to Jan. 1, 1925

Vessel	Yard	Type	Class	Gross	Owners	Mach.	H.P.	Len. ft. in.	Brdt. ft. in.	Dep. ft. in.	Fuel	Remarks	Status
M. E. Norman	Morgan City, La.	T. Boat	St. Whl.	147		Recip.	....	...	..	..	Coal	River Towing	Completed
Bienville	Todd D. D. & Cons. Co.	P. & C.	R	7916	So. Pacific S. S. Lines	Turbine	7140	455	57	37 6	Oil	P. & C. Atlantic Coast & Gulf	Completed
Malolo	Wm. Cramps S. & E. B. Co.	Liner	R	....	American Hawaiian	Turbine	25000	582	83	54	Oil	San Francisco-Hono.	Starting
N. Y. Central No. 16	N. J. D. D. & Transp. Co.	T. Boat	..	169	New York Central	Recip.	....	...	..	..	Oil	Harbor Towing	Completed
N. Y. Central No. 24	N. J. D. D. & Transp. Co.	T. Boat	..	169	New York Central	Recip.	....	...	..	..	Oil	Harbor Towing	Completed
Hawaii	Bethlehem S. B. Corp.	P. & C.	R	850	Hawaii Meat Co. Ltd.	Recip.	....	197	36	16	Oil	P. & C. Hawaiian Isl.	Completed
Port Costa	Moore Drydock Co.	Tank.	Bay	351	Associated Oil Co.	Oil Eng.	220	147	30	9 6	Oil	Transp. Refined oil	Completed
Pere Marquette No. 21	Manitowoc S. B. Co.	Ferry	Lakes	2992	Pere Marquette R. R.	Recip.	3000	360	56	21 6	Coal	R. R. Car Ferry Gt. Lks.	Completed
Pere Marquette No. 22	Manitowoc S. B. Co.	Ferry	Lakes	2992	Pere Marquette R. R.	Recip.	3000	360	56	21 6	Coal	R. R. Car Ferry Gt. Lks.	Completed
Donora	Howard Ship Yd. & Dk. Co.	T. Boat	St. Whl.	259	Am. Steel & Wire Co.	Recip.	....	165	32	6 3	Coal	River Towing	Completed
Henry Ford II	American S. B. Co.	C	Lakes	8677	Ford Motor Co.	Oil Eng.	3000	611	62	32	Oil	Gt. Lakes Frt. Service	Completed
Benson Ford	Great Lakes Eng. Wks.	C	Lakes	8226	Ford Motor Co.	Oil Eng.	3000	611	62	32	Oil	Gt. Lakes Frt. Service	Completed
Sailor	Marietta Mfg. Co.	T. Boat	St. Whl.	769	The Vesta Coal Co.	Recip.	....	163	36	7 6	Coal	River Towing	Completed
Van Dyke 1	Staten Is. S. B. Co.	T. Boat	Bay	137	Atlantic Refining Co.	Oil Elec.	450	97	21	11 6	Oil	Harbor & Ocean Towing	Completed
Van Dyke 2	Staten Is. S. B. Co.	T. Boat	Bay	137	Atlantic Refining Co.	Oil Elec.	450	97	21	11 6	Oil	Harbor & Ocean Towing	Completed
Van Dyke 3	Staten Is. S. B. Co.	T. Boat	Bay	137	Atlantic Refining Co.	Oil Elec.	450	97	21	11 6	Oil	Harbor & Ocean Towing	Completed
Boston	Bethlehem S. B. Corp.	Pass.	Coast-	4989	Eastern S. S. Line	Turbine	7500	402	58	23 9	Oil	Pass Serv. Boston & N. Y.	Completed
New York	Bethlehem S. B. Corp.	Pass.	Coast	4989	Eastern S. S. Line	Turbine	7500	402	58	23 9	Oil	Pass. Serv. Boston & N. Y.	Completed
P. R. No. 16	Staten Is. S. B. Co.	T. Boat	Harbor	186	Penna. R. R.	Oil Elec.	680	105	24	12 6	Oil	Float Towing	Completed
Boston Socony	New York S. B. Co.	Tank	Bay & R.	1199	Standard Transp. Co.	Oil Eng.	700	260	40	14	Oil	Trans. of oil in bulk	Completed
Burlington Socony	Sun S. B. & D. D. Co.	Tank.	Bay & R.	1199	Standard Transp. Co.	Oil Eng.	700	260	40	14	Oil	Trans. of oil in bulk	Completed
Oswego Socony	Sun S. B. & D. D. Co.	Tank.	Bay & R.	1199	Standard Transp. Co.	Oil Eng.	700	260	40	14	Oil	Trans. of oil in bulk	Completed
Rome Socony	Sun S. B. & D. D. Co.	Tank	Bay & R.	1199	Standard Transp. Co.	Oil Eng.	700	260	40	14	Oil	Trans. of oil in bulk	Completed
Amsterdam Socony	Sun S. B. & D. D. Co.	Tank.	Bay & R.	1199	Standard Transp. Co.	Oil Eng.	700	260	40	14	Oil	Trans. of oil in bulk	Completed
Hartford Socony	New York S. B. Co.	Tank.	Bay & R.	1199	Standard Transp. Co.	Oil Eng.	700	260	40	14	Oil	Trans. of oil in bulk	Completed
Providence Socony	New York S. B. Co.	Tank.	Bay & R.	1199	Standard Transp. Co.	Oil Eng.	700	260	40	14	Oil	Trans. of oil in bulk	Completed
Schenectady Socony	Sun S. B. & D. D. Co.	Tank.	Bay & R.	1199	Standard Transp. Co.	Oil Eng.	700	260	40	14	Oil	Trans. of oil in bulk	Completed
Priscilla	New York S. B. Co.	Tank.	R	6648	New York S. B. Co.	Recip.	3000	420	57	32	Oil	Trans. of oil in bulk	Completed
Alexander Hamilton	Sparrows Point	Pass.	River	2367	Hudson River Day Line	Recip.	4000	349 6	42	14 4	Oil	Hudson River Pass. Service	Completed
Catalina	Los Angeles S. B. & D. D. Co.	Pass.	R	1766	Wilmington Transp. Co.	Recip.	3600	301	7½52	21	Oil	Long Beach to Catalina Is.	Completed
Cincinnati	Midland Barge Co.	Pass.	River	1056	Louis. & Cin. Packet Co.	Recip.	....	300	45 6	7 6	Coal	Miss. River Pass. & Cargo	Completed
Dan F. Hanlon	Hanlon D. D. & S. B. Co.	C	Coast	1434	Dan F. Hanlon	Recip.	1400	249 6	40	17 6	Oil	Coast Freighter	Completed
Edward J. Berwind	Great Lakes Eng. Wks.	C	Lakes	8318	H. K. Oakes	Recip.	....	586	62	32	Coal	Gt. Lakes Freight Service	Completed
Geo. Washington	Newport News S. B. Co.	Pass.	R	5184	Old Dominion S. S. Co.	Turbine	4750	389 9	53 9	29 9	Oil	P. & C. Atl. Coastwise	Completed
Robert E. Lee	Newport News S. B. Co.	Pass.	R	5184	Old Dominion S. S. Co.	Turbine	4750	389 9	53 9	29 9	Oil	P. & C. Atl. Coastwise	Completed
Greater Detroit	American S. B. Co.	Pass.	Lakes	7739	D. & C. Navigation Co.	Recip.	11000	535	58	23 7	Coal	Pass Ser. Great Lakes	Completed
Greater Buffalo	American S. B. Co.	Pass.	Lakes	7739	D. & C. Navigation Co.	Recip.	11000	535	58	23 7	Coal	Pass. Ser. Great Lakes	Completed
J. H. Senior	Newport News	Tank.	Bay & R.	1155	S. O. Co. of N. J.	Oil Elec.	700	220 2	38	16 6	Oil	Trans of oil in bulk	Completed
William K. Field	Toledo S. B. Co.	C	Lakes	8195	Reiss S. S. Co.	Recip.	2200	580	60	32	Coal	Great Lakes Frt. Service	Completed
Gilbert	Sturgeon Bay S. B. Co.	C	Lakes	1108	Lake Sand Corp.	Recip.	750	201	42	14	Coal	Great Lakes Freight Serv.	Completed
Yale	N. J. D. D. Transp. Co.	C	Ocean	1670	Starin New Haven	Recip.	1600	231	42	15 7	Coal	Frt. Atlantic Coastwise	Completed
El Oceano	Federal S. B. Co.	C	Ocean	6500	Southern Pacific	Turbine	5500	433	56	37	Oil	Frt. Atlantic & Gulf	Under con.
Jos. H. Frantz	Great Lakes Eng. Works	C	Lakes	8500	Columbia S. S. Co.	Recip.	2300	586	62	32	Coal	Great Lakes Freight Service	Under con.
Car Ferry No. 7	Manitowoc S. B. Co.	Ferry	Lakes	3000	Ann Arbor S. B. Co.	Recip.	3000	360	56	21 6	Coal	R. R. Car Ferry Gt. Lakes	Under con.
No. 167	Moore D. D. Co.	Tank.	Bay & C.	386	Associated Oil Co.	Oil Eng.	220	140	30	8	Oil	Transp. oil in bulk	Under con.
Cherokee	Newport News	Pass.	R	5300	Clyde S. S. Co.	Turb.	4750	402	54	32	Oil	P. & C. Atl. Coastwise	Under con.
Seminole	Newport News	Pass.	R	5300	Clyde S. S. Co.	Turb.	4750	402	54	32	Oil	P. & C. Atl. Coastwise	Under con.

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Coamo	Newport News	Pass.	R	6500	Coamo S. S. Co.	Turb.	6000	429		59	7	35		Oil	P. & C. Atl. Coastwise	Under con.
A. Mackenzie	Sun S. B. & D. D. Co.	Dredge	Harbors	..	U. S. Engineers	Oil Elec.	1000	268	5	46		22	6	Oil	Harbor Dredging	Completed
A. L. Marshall	Sun S. B. & D. D. Co.	Dredge	Harbors	..	U. S. Engineers	Oil Elec.	1000	268	5	46		22	6	Oil	Harbor Dredging	Completed
Dan C. Kingman	Sun S. B. & D. D. Co.	Dredge	Harbors	..	U. S. Engineers	Oil Elec.	1000	268	5	46		22	6	Oil	Harbor Dredging	Completed
Wm. T. Rossel	Sun S. B. & D. D. Co.	Dredge	Harbors	..	U. S. Engineers	Oil Elec.	1000	268	5	46		22	6	Oil	Harbor Dredging	Completed
El Paso	Beth. S. B. Corp. Ltd.	Ferry	Bay	1882	Southern Pacific	Recip.	1500	246		60	6	19	3	Oil	Railway Pass. Ferry	Completed
No. 5324	Beth. S. B. Corp. Ltd.	Ferry	Bay	1882	Southern Pacific	Recip.	1500	246		60	6	19	3	Oil	Railway Pass. Ferry	Under con.
No. 5325	Beth. S. B. Corp. Ltd.	Ferry	Bay	1882	Southern Pacific	Recip.	1500	246		60	6	19	3	Oil	Railway Pass. Ferry	Under con.
Hawaiian Standard	Beth. S. B. Corp. Ltd.	Tank	Bay & C.	1200	S. O. Co. of Cal.	Oil Elec.	800	221	7	1/36		13	6	Oil	Transp. oil in bulk	Completed
Wm. J. Connelley	Globe S. B. Co.	C	Ocean	1400	Connelly Transp. Co.	Oil Eng.	800	250		42		..		Oil	Frt. Atl. Coastwise	Under con.
Philip Block	American S. B. Co.	C	Lakes	7950	Pioneer S. S. Co.	Recip.	2300	600		60		32		Coal	Great Lakes Freight Service	Under con.
Nobska	Bath Iron Wks.	Pass.	Ocean	1090	New Eng. S. S. Co.	Recip.	1200	210		50		14	7	Coal	Nant.-Marthas Vin.	Under con.
No. 304	N. Y. S. B. Corp.	Tank.	Ocean	9000	Builder's Account	Oil Engs.	3100	480	2	65		38	4	Oil	Transp. oil in bulk	Under con.
Dist. of Columbia	Pusey & Jones Co.	Pass.	Bay & R.	1600	Norf. & Wash. S. B. Co.	Recip.	2400	305	8	42	5	18		Coal	Norfolk-Washington	Under con
No. 753	Staten I. S. B. Co.	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
No. 754	Staten I. S. B. Co.	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
No. 755	Staten I. S. B. Co.	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
No. 756	Staten I. S. B. Co.	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
No. 757	Staten I. S. B. Co.	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
Ed. Riegelman	Todd Shipyards	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
Murray Hulbert	Todd Shipyards	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
Julius Miller	Todd Shipyards	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
No. 35	Todd Shipyards	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
No. 36	Todd Shipyards	Ferry	Bay	560	City of New York	Recip.	....	151		38		14		Oil	City Ferry Service	Under con.
Unknown	Great Lakes Eng. Wks.	C	Lakes	8000	Cleveland Cliffs S. S. Co.	Recip.	2200	580		60		32		Coal	Great Lakes Freight Service	Under con.
Wm. C. Atwater	Great Lakes Eng. Wks.	C	Lakes	8000	Wilson Transp. Co.	Recip.	2200	580		60		32		Coal	Great Lakes Freight Service	Under con.
Slack Barrett	Midland Barge Co.	T. Boat	St. Whl.	592	Barrett Line	Recip.	....	201		38		4		Coal	River Towing	Completed
El Toro	N. J. D. D. & Transp. Co.	T. Boat	Bays	154	J. W. Sullivan & Co.	Recip.	....	....		..		..		..	Harbor Towing	Completed
Delaware	Cleveland, Ohio	T. Boat	Lakes	95	Duluth, Minn.	Recip.	....	....		..		..		Coal	Great Lakes Towing	Completed
New Jersey	Cleveland, Ohio	T. Boat	Lakes	95	Duluth, Minn.	Recip.	....	....		..		..		Coal	Great Lakes Towing	Completed
John Wanamaker	Baltimore, Md.	T. Boat	Harbor	292	Philadelphia	Recip.	....	....		..		..		....	Harbor Towing	Completed
Arthur N. Herron	N. Y. S. B. Corp.	T. Boat	Harbor	175	Philadelphia	Oil Eng.	500	99	11	23		12		Oil	Harbor Towing	Completed
T. W. Robinson	American S. B. Co.	C	Lakes	8000	Bradley Transp. Co.	Turb. Elec.	3000	615		60		30		Coal	Self-Unloader Lakes	Under con.
Grace	Spedden S. B. Co.	T. Boat	Bay	..	Grace Lines	Oil Eng.	320	76	6	19		10		Oil	Harbor Towing	Completed
Belle Island	Harry A. Marvel	Pass.	Bay & Sd.	..	N. Y. Roton Pt. Ex. Co.	Recip.	....	211		..		..		Oil	Sound Pass. Service	Under con.
Unknown	Staten I. S. B. Co.	Ferry	Bay	..	New York Central	Recip.	....	210		45		16	6	Oil	Railway Ferry N. Y.	Under con.
Unknown	Moore D. D. Co.	Tank.	Bay	..	Union Oil Co.	Oil Eng.	....	175		36		6	6	Oil	Transp. oil in bulk	Under con.
Georgia	Charleston D. D. Co.	T. Boat	St. Whl.	..	U. S. Engineers	Recip.	....	153	4	1/30		4	6	Coal	River Towing	Under con.
Selma	Charleston D. D. Co.	Snag	St. Whl.	..	U. S. Engineers	Recip.	....	178		33		5	6	Coal	River Dredging	Under con.
Unknown	Crowinshield S. B. Co.	T. Boat	Harbor	..	J. C. Stock Yards	Oil Eng.	400	...		..		..		Oil	Harbor Towing	Under con.
Willow	Dubuque B. & B. Wks.	Tender	S. Wheel	..	Light House Service	Recip.	....	200		65		8		Oil	Light House Tender Rivers	Under con.
Lightship No. 3	Bath Iron Works	L. Ship	Ocean	..	Light House Service	Oil Eng.	400	132	4	30		16		Oil	Light Vessel Coast	Under con.
Unknown	Howard D. D. & S. B. Co.	Ferry	Bay	550	Algiers Pub. Ser. Co.	Recip.	....	150	6	67		..		...	Ferry Serv. New Orleans	Under con.
Unknown	Howard D. D. & S. B. Co.	Ferry	Bay	550	Algiers Pub. Ser. Co.	Recip.	....	150	6	67		..		...	Ferry Service New Orleans	Under con.
Hull No. 85	Nashville B. R. Co.	Ferry	River	..	Bisso Ferry Co.	Recip.	....	140		59		10		Coal	River Ferry Service	Under con.
Hull 212	Manitowoc	T. Boat	Lakes	..	Gt. Lakes Dredge & D. Co.	Oil Eng.	300	75		21		11		Oil	Great Lakes Towing	Completed
Hull 213	Manitowoc	T. Boat	Lakes	..	Gt. Lakes Dredge & D. Co.	Oil Eng.	300	75		21		11		Oil	Great Lakes Towing	Completed
Clackamas	Portland, Ore.	Dredge	Harbor	2390	Port of Portland	Oil Elec.	3400	236		50		12	9	Oil	Dredging Harbor	Under con.
Unknown	Am. Bridge Co.	T. Boat	River	..	Carnegie Steel Co.	Recip.	....	170		39		6	1/4	Coal	River Towing	Under con.
Lookout	Charles Ward Eng. Wks.	T. Boat	River	..	U. S. Engineers	Recip.	300	116		29		5	6	Coal	River Towing	Under con.
Pan. Am. No. 1	Los Angeles S. B. & D. D. Co.	Tank	Harbor	..	Pan Am. Pet. Co.	Oil Engs.	750	131		51		11	6	Oil	Transp. oil in bulk	Completed
Deluge	Johnson Iron Works	Fire Bt.	Harbor	370	New Orleans	Recip	....	138	6	29		15	6	Oil	Fire Boat New Orleans	Completed
Relief	Great Lakes Towing Co.	Salv.	Lakes	900	Builder's Account		....	...		..		..		Coal	Great Lakes Salvage	Completed
Unknown	Am. Bridge Co.	T. Boat	St. Whl.	..	Carnegie Steel Co.	Recip.	....	200	1	1/4 38	10	6	4	1/2 Coal	River Towing	Under con.
Greenbrier	Chas. Ward	Tender	St. Whl.	350	Light House Service	Recip.	....	164	6	32	6	5		Coal	River Light Tender	Completed

NOTE: This list is not complete for smaller steel vessels below 500 gross tons as full records are not available.

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ELESCO

S. S. "Chickasaw City" Sister Ship to S. S. "Birmingham City". Both are fitted with Elesco Superheaters

ISTHMIAN LINE SHIPS SUPERHEATER EQUIPPED

The "Birmingham City" and "Chickasaw City" have each just completed a round voyage since being equipped with Elesco firetube superheaters; designed to give 85 deg. of superheat at the header. Superheated steam is provided for all auxiliaries as well as main engines.

The equipment operated very efficiently and has given no trouble. These vessels are now two of the most economical of the large and well equipped fleet belonging to the Isthmian Steamship Lines.

Each vessel is of 9,600 tons deadweight, fitted with triple expansion reciprocating engines and three Scotch boilers carrying a pressure of 210 lb.

More than 3,000 ships flying all flags are operating with greater economy, due to Elesco Superheaters.

THE SUPERHEATER COMPANY

17 East 42nd Street
NEW YORK

Peoples Gas Building
CHICAGO

Canada: The Superheater Company, Limited, Montreal

Todd Shipyards Corporation, licensed by The Superheater Company, under Schmidt and other patents.

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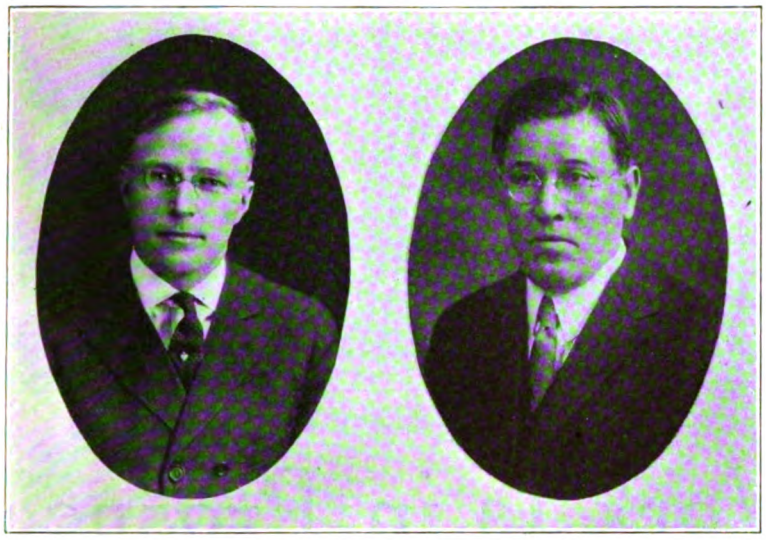


WILLIAM Z. GARDNER
President

EDWARD A. COLSON
Vice President

Propeller *Club* *of* New York

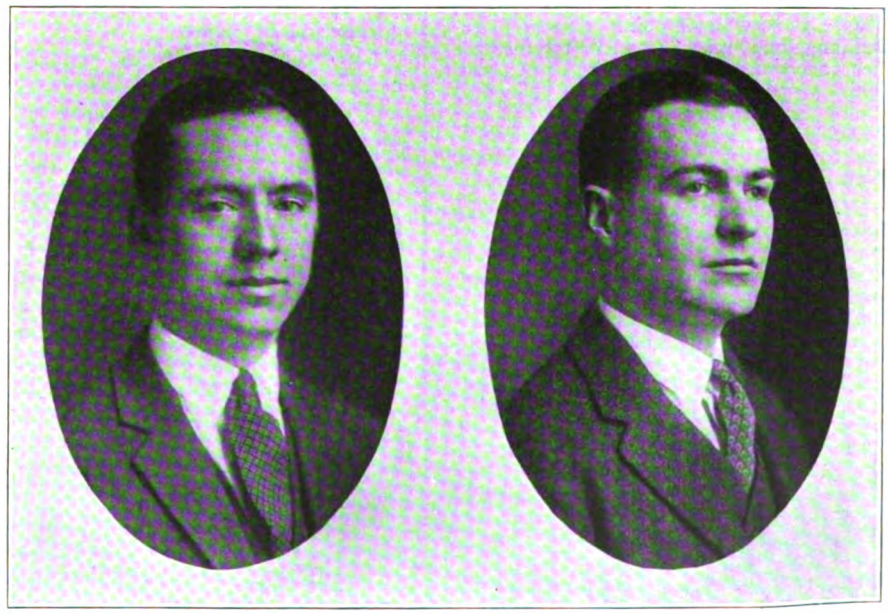
Starts Third Year Officers Elected

IN APRIL 1923 a small group of men, all engaged in the marine industry in various capacities, meeting informally at luncheon as was their custom for social reasons, conceived the idea of enlarging these meetings to include others engaged in similar work. As a result the Propeller Club of the Port of New York was organized. It is perfectly natural that men of mutual interests should find it pleasant and mentally stimulating to meet at luncheon from time to time for an interchange of ideas and to hear talks on important problems of the industry by men especially qualified by training and experience. That this was recognized from the start, is clear by the statement of the object of the club contained in its constitution, which is, to promote sociability and to develop a fraternal spirit among marine men, to present engineering, architectural and other information of benfit to the industry and to further and support an American merchant marine manned by Americans.

The club has grown. Its popularity and standing has steadily increased and at the present time there are 244 members about evenly divided according to their business affiliations, into the following three classifications: Executives of steamship companies, naval architects and marine engineers, shipbuilders and marine equipment manufacturers.

The speakers who have addressed the club at noonday luncheons during the past year are men of authoritative knowledge and experience and a number of them are outstanding figures in the marine industry, such as Alfred Gilbert Smith, head of the American Steamship Owners association and president of the Ward Line, Frank C. Munson president of the Munson Steamship Lines, R. H. M. Robinson, president of the United American Lines Capt. Walter MacFarland, a leader in the councils of the Society of Naval Architects and Marine Engineers, Sir George Hunter, the well known English shipbuilder, William Francis Gibbs the naval architect responsible for the rebuilding of the Leviathan and Dr. Ernest Foerster prominent German naval architect. These luncheons have all been without exception, distinctly interesting and worth while. The speech by Alfred Gilbert Smith on the United States navigation laws was a particularly striking and forceful presentation of the steamship owners attitude toward these laws. The evident earnestness and sincerity of the speaker made what he said of the greatest interest. He expressed the conviction that an over burdensome multiplicity of laws, and conflicts of the rules of one department with another, and the mandatory nature and lack of discriminatory power by responsible officers, have lead to many costly cases of litigation between the government and steamship companies. Admiral Palmer spoke March 19.

At this meeting a report was received from W. L. Bunker, chairman of the special elections committee to the effect that the following officers and members of the board of governors had been eleced to office: W. Z. Gardner, president, E. A. Colson, vice president, Lynn W. Nones, treasurer and H. M. Wick, secretary; and T. J. Smith, R. B. Ransom, W. C. Gray, L. W. Nones, E. W. Roberts, C. Story Jr., R. F. Wilson, D. L. McFeggans and H. M. Wick, members of the board of governors.



HAROLD M. WICK
Secretary

LYNN W. NONES
Treasurer

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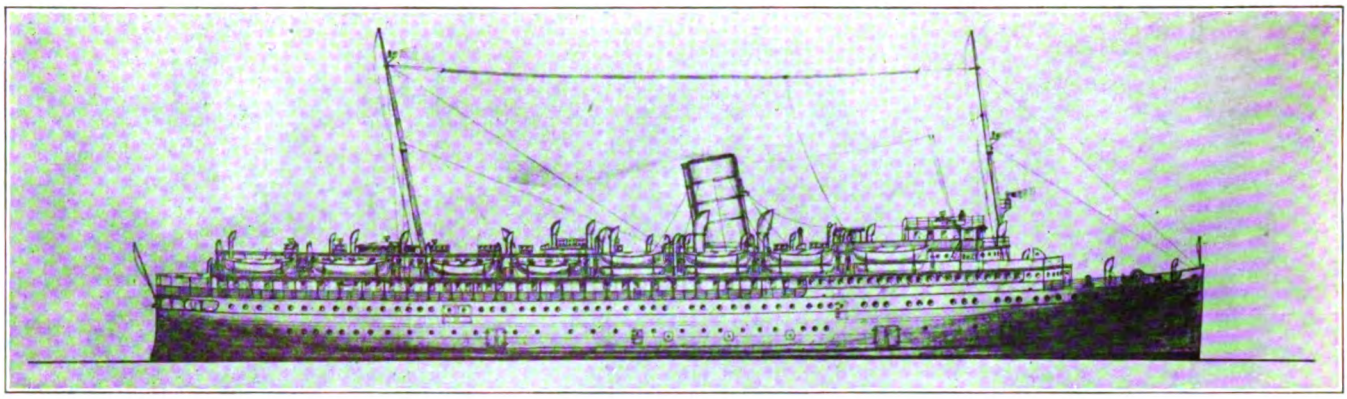

TWO VESSELS OF THIS DESIGN PROPOSED FOR THE BOSTON & YARMOUTH STEAMSHIP CO., LTD.

Much New Work Is in Prospect

The Activity in New Shipbuilding and Repair Work Underway Is Encouraging—A Larger Proportion of Work Planned Results in Orders

PRESENT indications point clearly to increased activity in shipbuilding and in reconditioning and conversion of existing vessels. Not for a long time has there been so much work in hand, up for bids, and under consideration. Considerable time has now elapsed since the placing of the original orders for diesel engines for the conversion of 18 vessels for the Emergency Fleet Corp. and bids have been asked for furnishing the auxiliary oil engines, so that in another month or two proposals will be required on the shipyard work of removing the old machinery and installing the new, together with the general reconditioning of each one of these vessels.

A brief resume of marine orders recently placed and work pending follows:

Dollar Steamshoip Line — Steamship PRESIDENT POLK, badly damaged by fire at her dock in New York in November, 1924, is now undergoing extensive rebuilding and rearrangement to increase her accommodations by 50 per cent. This work was awarded to Newport News Shipbuilding & Drydock Co. for $500,000 and is being carried out according to plans made by Theodore Ferris, New York, and under his supervision.

Matson Navigation Co.—The shipping board freighters, COURAGEOUS and TRIUMPH, each of 11,800 deadweight, built at the Union plant of the Bethlehem Shipbuilding Corp. in 1918 and 1919, it is understood have been bought by the Matson Navigation Co. and are to be converted to full diesel, single-screw, electric auxiliaries. Gibbs Bros., Inc., 1 Broadway, New York, have written the specifications and received bids on March 2. The purchase of these two ships by the Matson Navigation Co. from the shipping board would of course be contingent on carrying out the conversion work and the price paid for them would also be contingent on this.

Merchants & Miners Transportation Co. The Merchants & Miners Transportation Co. is asking for bids for two vessels somewhat similar to the BERKSHIRE and ALLEGHENY, built for this company by the Federal Shipbuilding Co. in 1923.

Fuel Costs Compared

At the present high price of fuel oil and the comparatively moderate price for good bunker coal, ships burning oil may cost more to operate than those using coal. In many ports, at current prices the difference places the oil burning vessel at a distinct disadvantage.

Under normal conditions the fuel cost for the ordinary American oil burning freighter represents 25 to 30 per cent of the total operating costs, while the wages represent only one half of this amount. Increase in fuel cost therefore has a much greater effect on the total operating expense than any possible differential in wages.

An original chart for quickly comparing fuel cost as between coal and oil was especially prepared for and published by the Marine Review in Nov., 1923. From this chart using the spot bunker prices of fuel oil and coal at New York the fuel cost burning oil under boilers is 62 per cent greater than this cost would be using coal. This is such a serious differential that the question of resorting again to coal must be seriously considered, particularly in view of the fact that the present disparity in price of oil and coal is not only holding steady but seems to be on the increase.

A limited number of these charts is now available for free distribution to readers of Marine Review on request. Address, the Editor, Marine Review, Cleveland, O.

Bids are to be opened on March 12.

Boston & Yarmouth Steamship Co., Ltd. — The subsidiary of the Eastern Steamship Co., Inc. is asking for bids for two vessels of special design for the trade between Boston and Nova Scotia. These vessels are to be 378 feet in length overall, 55 feet beam, and 18 feet draft with a displacement of 5770 tons. They are to have Scotch boilers and turbines with single reduction gears with an estimated speed of 18 knots. Bids were opened simultaneously on March 15 in the United States and abroad. The bids received in the United States were cabled to Theodore Ferris and Calvin Austin who are now in Europe. Some recent developments in connection with the services these ships will be called upon to render when completed have seriously affected the locality in which they may be built. In other words even with prices much lower in Europe the chances are that these ships will be placed in the United States. In any case whether built here or abroad they will fly the Canadian flag.

Great Lakes Dredge & Dock Co.—An order has been placed with the Bucyrus Co., South Milwaukee, for a 20-yard diesel electric dipper dredge. The contract for the hull has been awarded to the New York Shipbuilding Co. by the Bucyrus Co. The engines may be McIntosh & Seymour type and the electric equipment may be Westinghouse though this is not settled in either case.

Erickson Line—This line or its subsidiary the Philadelphia & Baltimore Steamship Co., is reported to be in the market for two inland waterway freight boats.

Cuba Mail Steamship Co.—The SIBONEY and ORIZABA of the Ward line have been awarded for reconditioning to the Morse Dry Dock & Repair Co. at $225,000 each. The reconditioning will be according to plans of Mr. Ferris and will be supervised by him.

McAllister Steamboat Co.—George C. Sharp, naval architect, has prepared plans and specifications for reconditioning the day passenger steamer HIGHLANDER. This will be quite an extensive job.

Emergency Fleet Corp.—Proposals were received on March 6 by the Emergency

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Fleet Corp. for auxiliary marine oil engines for the 18 vessels which are to be converted from steam to diesel under the shipping board program.

Gulf Refining Co.—This company is considering the construction of a diesel driven tanker of a very large size. This job, it is estimated, will run into $2,000,000. The same company is negotiating for the purchase of the MISKIANZA, shipping board tanker, with the view of converting this vessel to diesel engine driven. She is of 9971 deadweight tons. Present plans call for the use of a 2500-horsepower diesel engine of the Sun-Doxford type.

The Ford Motor Co.—This company reported as awarding a contract to the Sun Shipbuilding & Dry Dock Co. for twin diesel oil engines for the recently acquired steamship EAST INDIAN, a cargo ship of 12,500 tons deadweight.

The T. K. K. Line—The GINYO MARU, damaged by fire off the coast of Mexico recently is to be reconditioned. Bids were opened on the Pacific coast Feb. 18. Bethlehem Shipbuilding Corp. at $303,896 and 70 days is low bidder.

City of Philadelphia—The Cramp Shipbuilding Co. is low bidder on eight steel dump barges for this city involving a total of about 1800 tons of steel.

Delaware, Lackawanna & Western R. R.—This company has awarded two car floats to the Bethlehem Shipbuilding Co.

U. S. Engineers—Newport News Shipbuilding & Dry Dock Co. is low bidder on an army dredge in which 900 tons of steel will be used. The U. S. engineers of Philadelphia, it is stated, opened bids March 15 on a 20-inch suction dredge involving 600 tons of steel. It is also understood that the government contemplates buying dredges for New Orleans, Jacksonville, and other ports.

The Federal Shipbuilding Co. was the successful bidder for the rebuilding of the HIGHLANDER for the McAllister steamboat Co., in accordance with plans of George Sharp, naval architect and marine engineer, 30 Church street.

The Atlantic Works, East Boston, was successful bidder on the contract to repair the damage sustained by the steamer NEWTON when she struck an uncharted rock at the entrance to Beverly harbor. The bid submitted by the East Boston firm was $9773.

Newport News Gets Order

In the bids referred to elsewhere in this issue, for the building of two vessels for the Merchant & Miners Transportation Co., received on March 12, the Newport News Shipbuilding & Drydock Co. was the lowest bidder at a figure of $1,125,000 per ship. These vessels are to be practically duplicate of the Berkshire & Allegheny built for the Merchant & Miners Transportation Co., by the Federal Shipbuilding Co., Kearney, N. J. The over all length will be 368 feet, reciprocating engines of 2700 horsepower will be fitted.

All of the bids were as follows: Newport News Shipbuilding & Drydock Co., $1,125,000; Federal Shipbuilding Co., $1,129,835; New York Shipbuilding Corp., $1,262,500; Bethlehem Shipbuilding Corp., $1,273,000; Sun Shipbuilding & Drydock Co., $1,474,000; Wm. Cramp & Sons S. & E. B. Co., $1,513,000.

Newport News Shipbuilding & Dry Dock Co., received the order.

New Diesel Ferry

The Brockville & Morristown Transportation Co., Inc., of Morristown, New York, operate a ferry service between Brockville, Canada and Morristown. As this service carries a heavy tourists traffic during the summer months, the Brockville & Morristown Co. are adding a new steel ferry to their equipment for the coming season to meet this need.

Eads Johnson, naval architect, 115 Broadway, New York city, has designed a double ended steel ferry boat, 100 feet overall, 40-foot beam and 5 feet 6 inches draft, to accommodate 25 cars, as well as 250 passengers. The hull will be constructed at the T. A. Kyle Shipyard, City Island, N. Y., and should be ready for service in June.

The propelling machinery will be one, 180 horsepower reversible marine diesel engine, manufactured by the New London Ship & Engine Co., Groton, Conn. The engine will drive both the forward and stern propellers simultaneously and reversing will be accomplished by reversing the rotation of the engine.

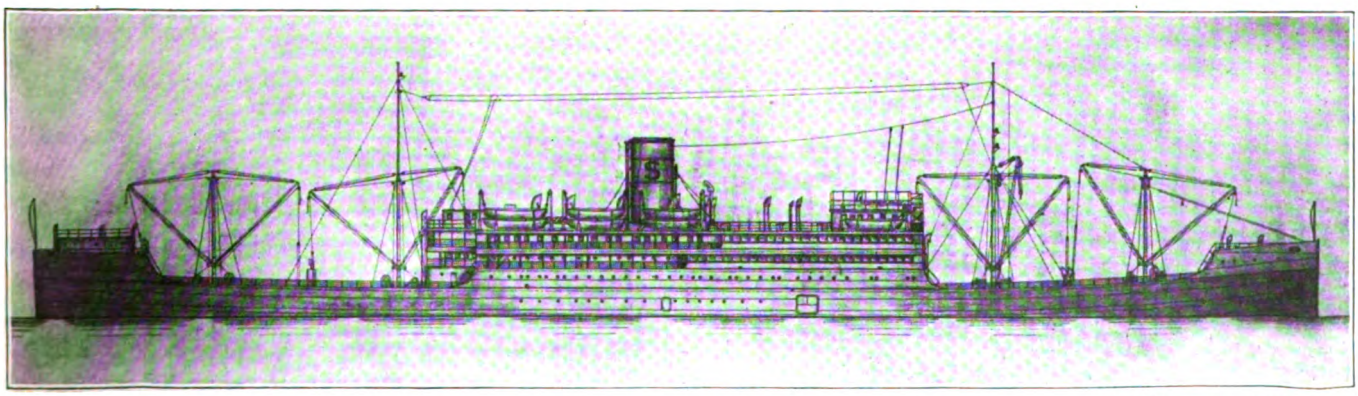
The New Castle-Pennsville Ferries, Inc., has been organized with John C. Garlick, president, to operate ferries on the Delaware river, between New Castle, Delaware and Pennsville, N. J. It is expected that this route will shorten the distance from Baltimore, Richmond and the South to the New Jersey seashore resorts by about two hours.

The company is preparing to give first-class ferry service between the two points and modern equipment in every way is being arranged for, and it is expected that contracts for terminals and vessels will be placed promptly. The designs for the ferry boats and terminals are in the hands of Chapman & Fisher Co., Inc.

The Brooklyn navy yard, it is understood, has been awarded contracts for the construction of one of the two new light cruisers, provided for by congressional appropriation, and also for the building of 16 diesel engines for the navy. It is interesting to note that 4 of these diesel engines will be used in two new submarines but that the other 12 will be fitted in six new gun boats provided for by the late congress, and to be constructed for operation on the rivers and bays and harbors around China. This construction program should easily cover a period of approximately two years. The cruiser to be built at the navy yard is one of the 10,000 ton type permitted under the disarmament treaty and will cost about $11,200,000.

The Bienville Burns

On March 19, the steamship BIENVILLE, of the Southern Pacific Steamship Co., a new $2,500,000 passenger liner completed last fall at the Todd shipyards in Tacoma, was seriously damaged by fire while in the port of New Orleans. The cause of the fire is not known. To save her from the possibility of sinking she was finally beached. Only the hull remains. The loss it is estimated will exceed $1,000,000. At the time the fire broke out no passengers were on board, and the crew all escaped.



S. S. PRESIDENT POLK OF THE DOLLAR LINE UNDERGOING ELABORATE REBUILDING AT NEWPORT NEWS

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From the Old Log Book

Stray Items About the Great Lakes, Atlantic, Pacific and Gulf Coasts and Inland Rivers from MARINE REVIEW Files of 10, 20, 30 and 40 Years Ago

April, 1885

JOBS in the good old days were evidently not any more numerous than they are now. Under nautical notes the reader was informed that tug captains were abundant that spring but that good positions were very scarce.

* * *

The Detroit & Windsor Ferry Co., we find had five steamers which in point of superiority and accommodations were not surpassed anywhere in the world and, to continue the original description, their management needed no improvement and that during mid-summer 15,000 to 20,000 persons were moved daily. And then this: The officers in charge were of the strictest gentlemanly deportment. Certainly there is no marked restraint exhibited in the praise bestowed. We can only come to the conclusion that excellence of service was even rarer then than now.

* * *

Harry Stone predicted that marine engineers would in the near future have to become electrical engineers, because he held that the advantages of the electric drive for capstans, windlasses, pumps and steering gears were many and self evident. He certainly was away ahead of his time but his ideas now no longer seem strange and electric drive for all of the auxiliaries he listed is now quite common.

* * *

This from an editorial: "The shipping act passed during the last session of congress * * * puts our ship on a footing with foreign ships after she is afloat." Evidently congress has at times acted in the interest of the American merchant marine. Why not do so again?

April, 1895

FRANK E. KIRBY, then of the Detroit Drydock Co., was preparing plans for a new boat, but the notice stated there was little prospect of a contract for a long time to come. Though 30 years ago this has a real up to date and familiar sound.

* * *

The battle of the boilers was being waged at this time, arguments for, arguments against, charges and counter charges as to the relative value of the water tube versus the fire tube or Scotch boiler, were aired about this time in every issue of the MARINE REVIEW, *then a weekly. The water tube boiler is still with us, so it must have withstood the attacks directed against it, though there are plenty of echos of differences of opinion still to be heard, especially from the old timers. They die hard.*

* * *

It is interesting to compare the figures for a submarine ordered from the Holland Co. then, with those of the V-2 recently launched at Portsmouth navy yard, and illustrated in the February MARINE REVIEW. The Holland submarine was to be 80 feet long with a speed of 15 knots on the surface and a submerged speed of 8 knots, while the V-2 is 341 feet 6 inches long, with a surface speed of 21 knots and a submerged speed of 9 knots. The V-2 can cross the Atlantic and return on one supply of fuel.

* * *

Mr. J. C. Lake, the father of Simon Lake, the inventor of the Lake submarine, filed a sensational appeal with President Roosevelt to cancel a contract which had been awarded to the Holland company, claiming unfair treatment of his own company. He undoubtedly got a square deal.

April, 1905

THE Allen liner VICTORIAN was the first Atlantic liner to be equipped with turbines. She arrived in Halifax 20 years ago this month on her maiden voyage after a successful passage from Liverpool. It was recorded that she crossed in the ordinary time but with marked absence of vibration. Practically all the larger liners are now fitted with turbines, and the internal combustion engine is taking the place of turbines in several larger vessels very recently completed or now building.

* * *

Solid petroleum for fuel was tried out on the torpedo boat MCKEE *at Newport, R. I. Steam was made it was stated in nine minutes starting with boilers full of cold water. Furthermore the test was made by the boat's crew, the inventors though present were merely spectators. The fuel was made in small bars very compact for carriage and withstood the extremes of heat and cold. This sounds very interesting but some drawbacks were probably experienced which made it impracticable to use fuel in this form commercially.*

* * *

The steamship DAKOTA 27,000 tons deadweight was completed at New London Conn. for the Great Northern Steamship Co. of Seattle, and she was bound for Newport News to be docked and painted, and then for Baltimore to load 6000 tons of rails for San Francisco and Seattle. This vessel proved to be too large and was never a success.

April 1915

EVEN during the war it appears the Krupp works at Essen, accepted and carried out commercial work. They furnished the main shaft for the new steamer PEORIA for the Eagle Packet Co., St. Louis. The shaft was a steel casting, 31 feet long and 13 inches in diameter.

* * *

President Wilson signed the seaman's bill of that day much to every one's surprise according to an editorial in the MARINE REVIEW. Time has demonstrated that most of the provisions of that bill have worked out to the mutual betterment of crew and owners.

* * *

Comparisons of the wages paid on American ships to officers and men with those paid on British ships were drawn ten years ago like they are today. In this case it was done in a letter to Senator Gallinger from John Hughes, general agent of the United States Steel Products Co., to demonstrate the increased cost of operating their foreign built vessels after they were transferred to the American flag. He proved his point well enough, but in the ten years that have passed since, the senate and the house have done nothing to help to offset this differential, directly due to higher American standards of living, which everyone wants to maintain.

* * *

The twin screw motor vessel the Bostonian for the Leyland Line had recently been launched at the yard of Harland & Wolff, Ltd., Belfast. Motor ships were rare even so short a time ago, while now nearly 40 per cent of all the tonnage building is of this type.

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Editorial

Government Ownership—The Road to Ruin

IN ANOTHER part of this issue are given the particulars of a group of distinctive American ships, vessels of which any country might well be proud. These distinctive ships are all privately owned and practically all of them are engaged in coastwise or other domestic trade. This splendid fleet shows that there is as much ability to build and operate fine ships in the United States as anywhere else. But if it were not for the protection of the Coastwise act, how many of these distinctive ships would be flying the American flag? Of those on salt water we venture to say none. These vessels are in successful operation because they have been given protection by beneficient laws.

Why Not Protection for All Our Ships?

ONLY two things are really needed to put the American merchant marine on its feet—protection and the abolition of government ownership. All other industries in the United States are protected. The farmer is protected, along with the merchants and the manufacturers. Even shipping is half protected. But instead of protection of a sensible sort for American ships operating on the high seas, we are muddling around with a tawdry experiment in socialism. So we have the sorry spectacle of a conservative so-called business government, put in office by an anti-socialist majority of over nineteen million votes stubbornly proceeding with a policy of government ownership and operation of steamships at a cost to American tax payers of nearly fifty million dollars a year.

The members of the shipping board are always talking about turning the fleet over to private companies —at some indefinite but sufficiently distant date in the future. Meanwhile they and their friends hold their political jobs. There are a few men in the shipping board and Emergency Fleet corporation organization who are hard working, conscientious, and really know shipping. They are one in a hundred. We charge that primarily these organizations are political and are maintained for partisan political purposes. When the shipping board was set up, it was for the purpose of furnishing financial assistance for needy democrats. The only difference now is that the republicans have changed places with the democrats. There have been numerous instances where managing operators have been replaced simply because of their political affiliations. There can be no complaint with this in view of the fact that the shipping board and Fleet corporation are political and not business organizations.

Meanwhile the colossal loss of nearly fifty millions a year goes on. Meanwhile shipping board satellites go on junkets to all corners of the world. Meanwhile Chairman O'Connor prates of selling the ships and does nothing. Meanwhile Commissioner Plummer talks about the possibility of saving ten million dollars a year in the shipping board's operation and does nothing. Meanwhile shipping board vessels go to Europe partly full and come back empty. Meanwhile experienced travelers usually prefer to book their passages on British or other foreign liners.

Scrap the Fleet—Sell

THE shipping board's operations constitute the most colossal experiment in national socialism in all history. The results have been disastrous from every point of view. Australia lost over fifty millions with her little fleet of only 32 government owned ships in five years. This is mere child's play. We can lose as much as that in a single year. The Australians, however, are tired of their losses, tired of socialism in high places, and their fleet is being sold. The American people with their eyes turned inward seem to be blind to the colossal waste of a government owned merchant marine.

One of the few constructive suggestions made by the cabinet committee appointed by the President last fall to investigate the shipping board situation was to withdraw the ban on railroad ownership of foreign trading vessels. But already the peewee politicians, the radicals, the socialists, and the yap yappers for government ownership in congress and out of it, are doing all they can to bury this sane, constructive suggestion. They fear that if some of the big railroads were permitted to operate steamships, as the Canadian Pacific has done for years, the experiment might be successful. Then government ownership would be shown up.

Give the American Flag a Chance

ABOUT a third or more of the government fleet should be scrapped forthwith. It is good only for remelting. The remainder of the ships should be put up for sale at public auction to all comers and sold for any price they will bring. The resultant loss would be simply a part of the cost of the war, which should have been written off five years ago. Then enact proper laws giving protection to American ships and advantages to American shippers who give their traffic to American flag vessels. See that these laws are enforced.

This of course would mean giving the sack to hundreds of political hangers on, who now get a living out of their so-called jobs with the shipping board and Emergency Fleet organization. Clean out the politicians. Let men who know how run our ships. Squelch government socialism. Put the grafters out and the business-men in. Let's have a real American merchant marine, run and owned by red-blooded American citizens themselves, without the intermediary, of any political satraps.

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Late Decisions in Maritime Law

Legal Tips for Shipowners and Officers

Specially Compiled for Marine Review

By Harry Bowne Skillman

Attorney at Law

THE phrase 'perils of the seas' occurs in bills of lading, where it is used as a ground of the carrier's exemption from liability, and it is also employed in policies of insurance in stating the ground of the insurance company's liability. In the interpretation of the phrase when used in bills of lading, the courts have adopted great strictness, as the carrier is seeking exemption of liability; but in the interpretation of the phrase when used in insurance policies, the courts in many cases have given it great elasticity of meaning. We think perils of the sea embrace all kinds of marine casualties, and every species of damage suffered by the ship or ship's cargo at sea, due to the extraordinary action of the wind or the waves"—Arib & Houlberg, Inc., v. Second Russian Insurance Co., 294 *Federal Reporter* 811.

* * *

A shipowner must exercise reasonable care in furnishing suitable appliances to stevedores engaged in unloading the ship, and it is incumbent on them to keep the appliances in use in reasonably safe repair, and this duty includes that of making inspections and examinations at proper intervals. The breaking of a boom and the falling of a topping lift on a ship, resulting in the death of a stevedore, raises a presumption of shipowner's negligence in failing to keep such equipment in proper condition; that the defective condition of the topping lift had not been observed was not sufficient to dispel the presumption, where the defect could have been discovered by available means. —Pleckaitis v. Henrik Ostervolze Docking Co., 294 *Federal Reporter* 824.

* * *

A vessel licensed for coastwise trade which victualed a British ship on the high seas hovering off the port of New York to sell contraband spirits, was employed in a trade other than that for which she was licensed, in violation of section 4377 of the revised statutes of the United States, and she was proceeding on a "foreign voyage," in violation of 4337, as such a voyage is not necessary to a foreign port and all places on the high seas are foreign to the United States, though not within the dominion of any other power.—ALEX CLARK, 294 *Federal Reporter* 904.

* * * *

A ship in need of repairs is liable in rem for the cost of a survey made for the purpose of determining the nature and extent of the repairs needed to make her seaworthy for dry and perishable cargo and to class and register her in the American bureau of shipping, the order for such survey having been given by such persons' and under such circumstances as would have created a maritime lien upon the ship in favor of those who had actually repaired it by direction of the individuals who had caused the survey to be made. "Most prudent masters," said the court in the case of SUSQUEHANNA, 295 *Federal Reporter* 322, "would regard such a survey as a necessary initial outlay for the repair of their ship."

* * *

A maritime lien, once attaching to a ship, from its nature, follows the ship into the hands of a purchaser, it was said in the case of the U. & I., 294 *Federal Reporter* 985, unless it is lost by laches of the lienor in enforcing his lien. The time expiring, before laches will bar a claim, differs according to the circumstances of each case Where the interest of third parties intervenes, the time is shorter than in cases where there is involved only the rights of the owner at the time of the attachment of the lien.

* * *

In the case of In re Charles Nelson Co., 294 *Federal Reporter* 926, the court had under consideration section 33 of the merchant marine act of 1920, which amended section 20 of the act of March 4, 1915, so as to provide that any seaman who shall suffer injury in the course of his employment may, at his election, maintain an action for damages at law, with the right of trial by jury, and in such action all statutes of the United States modifying or extending the common law right or remedy in cases of personal injury to railway employes shall apply. It was held that a suit cannot be maintained for limitation of liability in an action at law by a seaman under such section, and the court said: "Is it too much to hope that it will be possible to build up a body of vigorous, rugged, intelligent seamen, in such numbers that American ships can at all times confidently rely upon the best of American crews? Is it not apparent that the very existence of such a corps will be the very highest stimulus to the production and maintenance of American bottoms? But how can we expect such a corpse, if the American sailor is in a position materially more disadvantageous than that of other American workmen? It is no answer, either, to say that there are already many such, for the very reason that their condition has been greatly ameliorated by humane legislation, but for the additional reason that the numbers of such men should be vastly greater than they are. It has become a truism that seamen are the wards of admiralty to be jealously guarded from oppression or wrong. This is all right enough; but it does not, and should not, accord with the dignity of a noble profession, in that the American seaman, who is to maintain and enlarge our prestige on the sea, should not and must not have any need of wardship. His status should be and must be defined with precision, so that his calling will be invested with the dignity which it deserves. To that end has pointed the whole trend of modern legislation; and it seems to me that the courts should have it constantly in mind, so as to further, and not retard, all progress toward that end. Nor is it difficult to find recognition of this in the couse and history of legislation with regard to seamen, as well as the general trend of judicial interpretation. If it has lagged behind legislation looking to the betterment of the condition of other American workmen, it is only because it has had a greater ways to go, and a heavier load to carry. In fact, the distance between the condition of the seaman of half a century ago and his status today is far greater than the progress which has been made with regard to other workmen not because the progress has been further forward, but because it started much further back."

* * *

Where seamen signed for a voyage, not exceeding six calendar months, and the time expired before completion of the voyage, and when the vessel was in a foreign port, where there was no American consul, and on refusal of the crew to serve longer, except for double pay, the master signed an agreement for double wages for the remainder of the voyage under protest, such agreement was ineffective, held the court in the case of Shanley v. United States, 294 *Federal Reporter* 502, and the rights of the parties must be determined under the original shipping articles. The master properly proceeded to the port of destination, said the court, and the delay which extended the period mentioned in the shipping articles not being due to any fault of the vessel, master, or owner, it was the duty of the seamen to continue service until completion of the voyage to the port of destination.

* * *

Though one master turned over all the ship's funds to his successor, he is liable to a seaman for wages due at the time of the substitution of masters, and payments thereafter made will be credited to the accounts of his successor, in the absence of evidence that any of the ship's money turned over to his successor was paid to seamen. "The ship is primarily liable," it was declared in McCall v. United States Board Emergency Fleet Corp., 294 *Federal Reporter* 989, "and the seamen's wages are 'a lien on the last plank in the ship.' The master is made liable because in early days he had custody of the ship's earnings, and not because of any pecuniary interest in the vessel or in the venture." It was then held that where one master turned over all of the ship's funds to his successor, his liability for future wages of seamen ceased.

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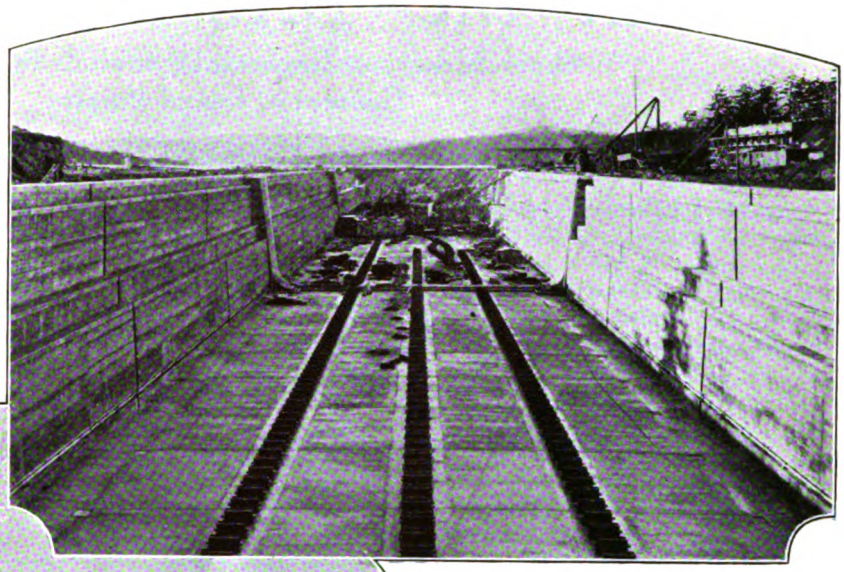
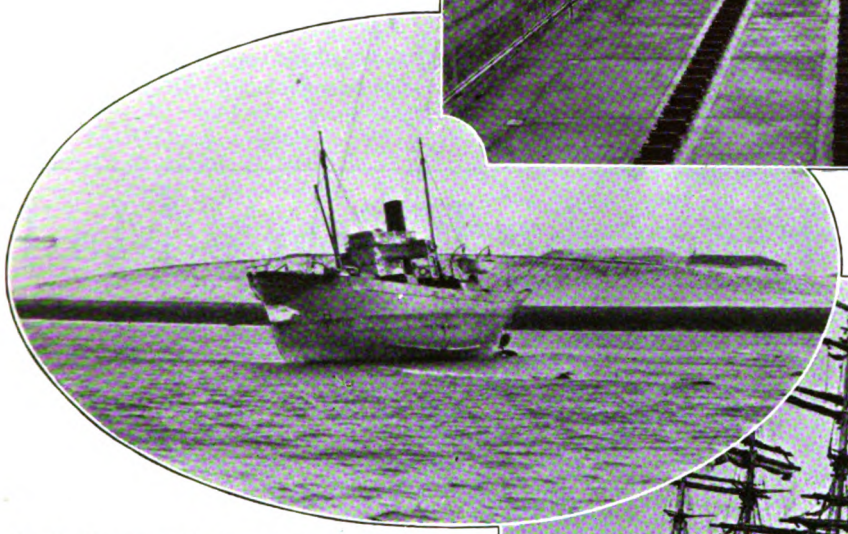
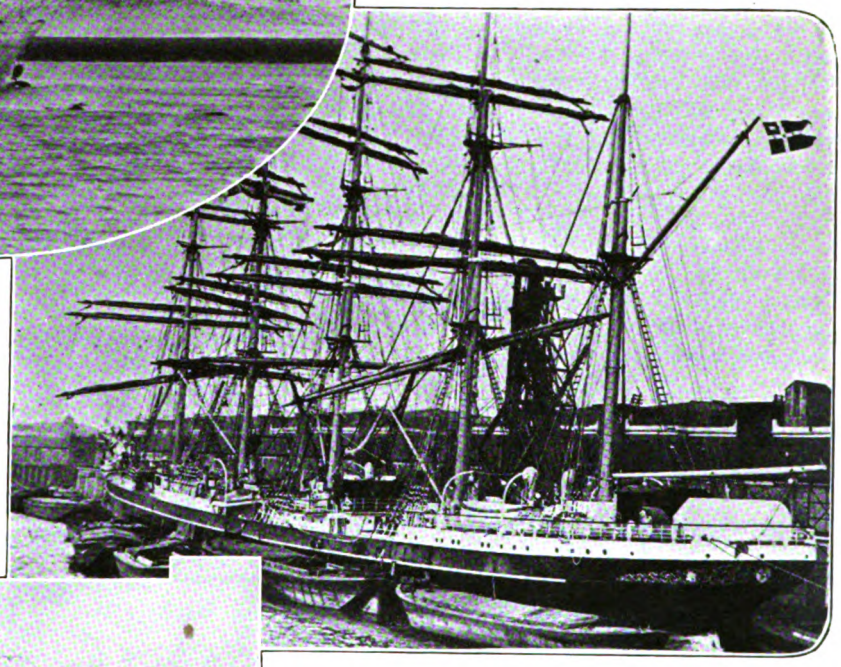
Latest Marine News in Pictures

Second largest dry dock in the world, at Victoria B. C., costing $6,000,000. This giant basin is hewn out of solid rock. The dimensions are, length 1,150 feet, width at top and bottom respectively 149 feet and 126 feet, and depth 49 feet 6 inches, with 40 feet of water at sills. Any ship afloat can be accommoddated, or if desired two ships, one 400 feet and the other of 750 feet in length, at the same time.



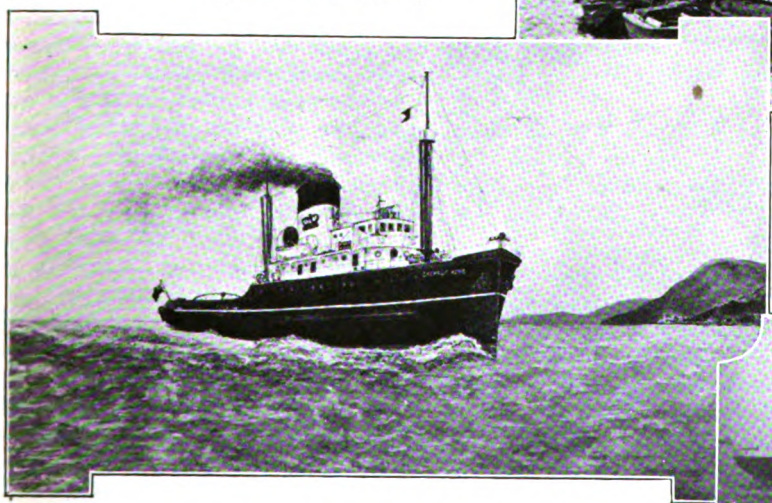


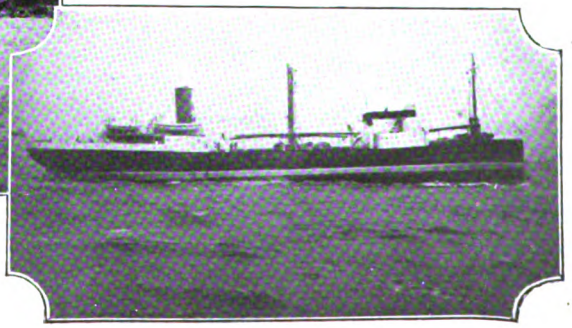
S. S. Yankton high and dry on Nix's Mate, Boston harbor. Once private yacht, despatch boat for Admiral Dewey, during the Spanish war, arctic explorer, rum runner and now, a freighter between Boston and Halifax



The five masted bark Kobenhavn, world's largest sailing vessel serving as a training ship for Danish cadets, docked in the Thames during a visit of courtesy to London. The cadets, 48 in number are all six-footers

Below, Salvage King, built in Scotland for Pacific Coast Salvage Co., Victoria, B. C. Length, 185 feet, beam 36 feet, speed 18 knots





At right, motorship Pinzon for the English-Portugese service, engined with a 1250 B. H. P. six cylinder Beardmore-Tosi diesel

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What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

NAPIER and Miller, Old Kilpatrick, Glasgow launched the grain-carrying steamer NORMAN B. MACPHERSON, building for the Eastern Steamship Co., Canada. The vessel, which is the first of three under construction at the yard for the same owners, is of about 1750 tons gross and 2500 tons deadweight, and she will have triple expansion reciprocating engines by David Rowan & Co., Glasgow. She is being supervised during construction by Roy Milligan, representing the owners.

* * *

HOGARTH & SONS, Glasgow, Scotland, have placed orders for four steamers with Clyde Shipbuilders. Each of the vessels will be 336 feet in length and 48 feet 6 inches in breadth and have a deadweight carrying capacity of 5500 tons. Two of the steamers are to be built by Lithgows, Ltd., Port Glasgow; one by Napier & Miller Ltd., Old Kilpatrick; and one by the Ayrshire Dockyard Co., Ltd., Irvine. Triple expansion steam engines will be supplied by J. G. Kincaid & Co., Ltd., Greenock for the boats to be built by Lithgows, and by David Rowan & Co., Glasgow for the other two vessels.

* * *

A SOMEWHAT comprehensive building program has been issued by the British admiralty for construction during the next financial year. It is understood that provision will be made in the budget about to be issued, for the necessary funds. The program calls for eight cruisers, each of 10,000 tons armed with six guns, three submarines, one aircraft carrier, one mine layer, one depot ship for destroyers, one depot ship for submarines, two gunboats, one special service ship for the Persian Gulf. It is estimated that 52 cruisers will become ineffective during the next ten years and these it is proposed to replace by an equal number of new vessels. Five cruisers are already building and two are about to be ordered for the Australian fleet. This will leave 37 to be ordered during the next nine years. Each of the cruisers will, it is estimated, cost nearly £2,000,000.

* * *

THE flotilla leader KEPPEL, laid down at the shipbuilding yard of Thornycroft Woolston, Southampton in October, 1918 and since completed at Pembroke dockyard has just completed full power steam trials to the satisfaction of the naval authorities. The horsepower exceeded 40,000 and an average speed of 36 knots per hour was attained. The ship is expected to leave Pembroke dock shortly to join the Mediterranean squadron.

* * *

THE Cunard comany's 20,000-ton supercruising liner CORINTHIA has been launched from Vickers yard at Barrow-in-Furness. She is a sister ship of the FRANCONIA, burns oil fuel and is primarily intended for round-the-world cruises. This is the last of the 13 ships of the Cunard company's postwar building program, and is the third Cunarder launched at Barrow-in-Furness since the war. Her maiden voyage will be from Liverpool to New York in August, and she will begin her world cruising in October, joining the large fleet of vessels now in this service.

From the Editor's Mail

I have said, publicly and otherwise, for several years past, that the shipping board and the Emergency Fleet Corp. were being used as a dumping ground for political strikers and henchmen and that vast sums of public money were being wasted in the payment of salaries and expenses which were wholly unnecessary.

I have contended that the alleged losses from the operation of ships were largely attributable to the stupendous, wasteful, extravagant, plundering, overhead. There are hundreds of expenses of the general character you mention. I have no doubt today one-half of the twenty-eight hundred employes of the Emergency Fleet Corp. could be dispensed with. I believe now we are beginning to see some results in this direction and are getting some relief.

There is no doubt but what all kinds of pressure is brought to bear to keep employed a number of people who ought to be dismissed. I do not believe this is a necessary evil.

I think the government could manage this business on business principles. It is a matter, not of law, but of administration. Our laws, in my judgment, do not hamper, but help, the establishment of an American merchant marine. It is the administration of the law that has brought losses and scandal.

I would greatly prefer to have an American merchant marine adequate to meet our needs in foreign commerce and for national defense privately owned and privately operated. My judgment is that is not feasible and will never be realized. I base that on our past experience, when, as you know, prior to 1914 there were over a $100,000,000 of American money invested in shipping under foreign flags. You know that just as soon as a ship owner acquires or has constructed a ship, he places it under a foreign flag, as a general rule.

There is absolutely nothing in past experience or in present conditions that gives us the slightest hope that we will ever have, under our flag, engaged in overseas trade, more than a million tons of privately owned shipping, except possibly for a brief time when, if the shipping board practically gives away government owned tonnage, they will provide by contract that the ships are to be operated in specified service and under American registry. As soon as that time expires the ships will cease to be American vessels. In my judgment, frankly, our only hope for maintaining in foreign trade American vessels, under our flag, approaching our needs, will be for the government to own and operate them. This can be done without violent competition with American owned ships and the government ships can be operated on routes and in services that otherwise would not be covered by American ships and would fall to foreign lines or foreign tramps.

Briefly, these are views which I cannot escape.

Duncan U. Fletcher,
Senator from Florida
Washington, D. C.

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Australia Selling Her Ships

People Tired of Holding the Bag — Loss Totals Fifty-four Million Dollars—A Lesson for America

THE Australian Commonwealth Government Shipping Line has proved a costly failure, and the government is taking immediate steps to dispose of the fleet of 32 ships. The operating losses since 1921 and the sum written off amount to $54,000,000. In 1921-22 the loss was $5,700,000, and in 1922-23, $5,650,000. In June, 1923, the capital value of the fleet was written down from $62,000,000 to $23,000,000—a depreciation of $39,000,000.

The Australian shipping board states that the line cannot be run without serious loss while the ships remain on the Australian register and subject to Australian industrial awards. The government will immediately invite tenders for the purchase of the line, on condition that the purchaser maintains a regular service between Australia, Great Britain, and the continent of Europe, that there is no increase in fares or freights, and that no arrangement is made with any shipping combine. If a satisfactory tender is obtained, the government will recommend parliament to accept it.

The Commonwealth Shipping Line in its original form was a product of the war. In the summer of 1916 the general decrease in available tonnage led to the diversion of a large number of British vessels from Australian to North American ports, in order that the much shorter sea voyage should enable supplies of wheat to reach the United Kingdom more rapidly. Australia found herself in possession of a steadily increasing exportable surplus of wheat, and Mr. Hughes, then the Australian prime minister, bought 15 secondhand cargo steamers at an average cost for the larger vessels of $92 per ton. These ships, together with a number of German vessels which had been seized in Australian waters, formed the nucleus of the Commonwealth Line.

Big Expenses

Later, ships were built to the order of the Australian government by leading British and Australian shipbuilders. Contracts were placed in the United Kingdom for five large vessels to carry passengers and cargo, most of the cargo space being arranged for the transport of refrigerated goods. The first of these to be completed was the MORETON BAY, 14,500 tons gross, which was launched from the Vickers yards at Barrow, England, in August, 1921.

Between the placing of these contracts and their completion the cost of shipping rose enormously, while the inflated wartime freights fell. Mr. Massy Greene, the Australian minister of defense, stated in October, 1922, that the cost of four of these five ships amounted to $22,600,000—over $5,000,000 apiece.

In 1920 Mr. Hughes stated that after operating for two years the line showed a net profit of $4,400,000, after providing for depreciation and renewal reserve.

Another Failure

IF THE American people in general only could be made acquainted with the dismal failure their government is making of the shipping business they might not view the loss of thirty to fifty million dollars a year, which they are now sustaining, with so much equanimity. Half way around the world another great English-speaking community, Australia, has finally learned that no progress can be made through applying socialism to steamship operation, and the Commonwealth Government Line is now for sale. The loss to date, in four years, with only 32 ships, is over fifty million dollars. The full details of this latest fiasco in government ownership and operation are given in the accompanying article.

He claimed that the line had been instrumental in keeping down freights, and referred to "the strongest competition of the British shipping combine." It was frequently denied that the Commonwealth Line was designed to secure the monopoly of Australian shipping. Rumors that the line was to be sold to a company were contradicted by Mr. Hughes in July, 1921, when he stated that it was "still operating at a substantial profit," and that its position did not bear out "the oft-repeated statement that a government cannot conduct such ventures as well and economically as private enterprise," adding, "the line is here to stay." Lord Inchcape's offer a few months later to buy the Commonwealth Line ships "on reasonable terms," or alternatively to advise the shipping conference to sell its vessels to the Australian government, was declined.

In January, 1922, however, it was stated in *The Times* that the outlook for the Australian shipping enterprise was gloomy. At that time the total capital cost of ships amounted to $52,000,000. A serious dispute arose in the summer of that year with the Seamen's union, when the crew of the LARGS BAY objected to a boatswain who had been engaged, and refused to sail. Each trip of these steamers involved the government in heavy expenses over industrial complications. The dispute was ended only when the union withdrew its opposition on a government threat to lay up the whole fleet.

H. Larkin, the general manager of the Commonwealth Line, announced in January, 1923, that there would be an immediate reduction of some $2.50 per ton in freight rates, claiming that this was necessary because the "combine" failed to discontinue its discriminatory methods against the line.

Line Never Popular

Others, however, stated that the reductions were due to the demands put forward by the Country party in Australia for a reduction in meat and fruit freights. An agreement on the main points at issue was reached at a meeting held at the board of trade on Feb. 1, 1923, and attended by representatives of the Shipping Conference and the Commonwealth Line. Ten steamers of the line were sold in November, 1923.

A bill introduced in July last year provided for the control and management of the Commonwealth Line to be vested in an independent board. Shortly afterward it was announced that the title of the line would be changed to that of the Australian Commonwealth Line of Steamers.

From the outset the line never had the support of the Australian people, nor, of course, of the Australian shipping lines. One of its most unfortunate results was that the Commonwealth government, as employer, was drawn into its own arbitration courts.

The Cunard Line and its associated lines, the Anchor and Anchor-Donaldson Lines, transported 25.79 per cent of the total number of travelers across the Atlantic, both eastbound and westbound, during 1924, according to official figures compiled by the North Atlantic conference of Brussels and made public recently. The total number of passengers carried by 21 steamship lines is given as 785,233, the eastbound number being 325,814 and 457,419 westbound.

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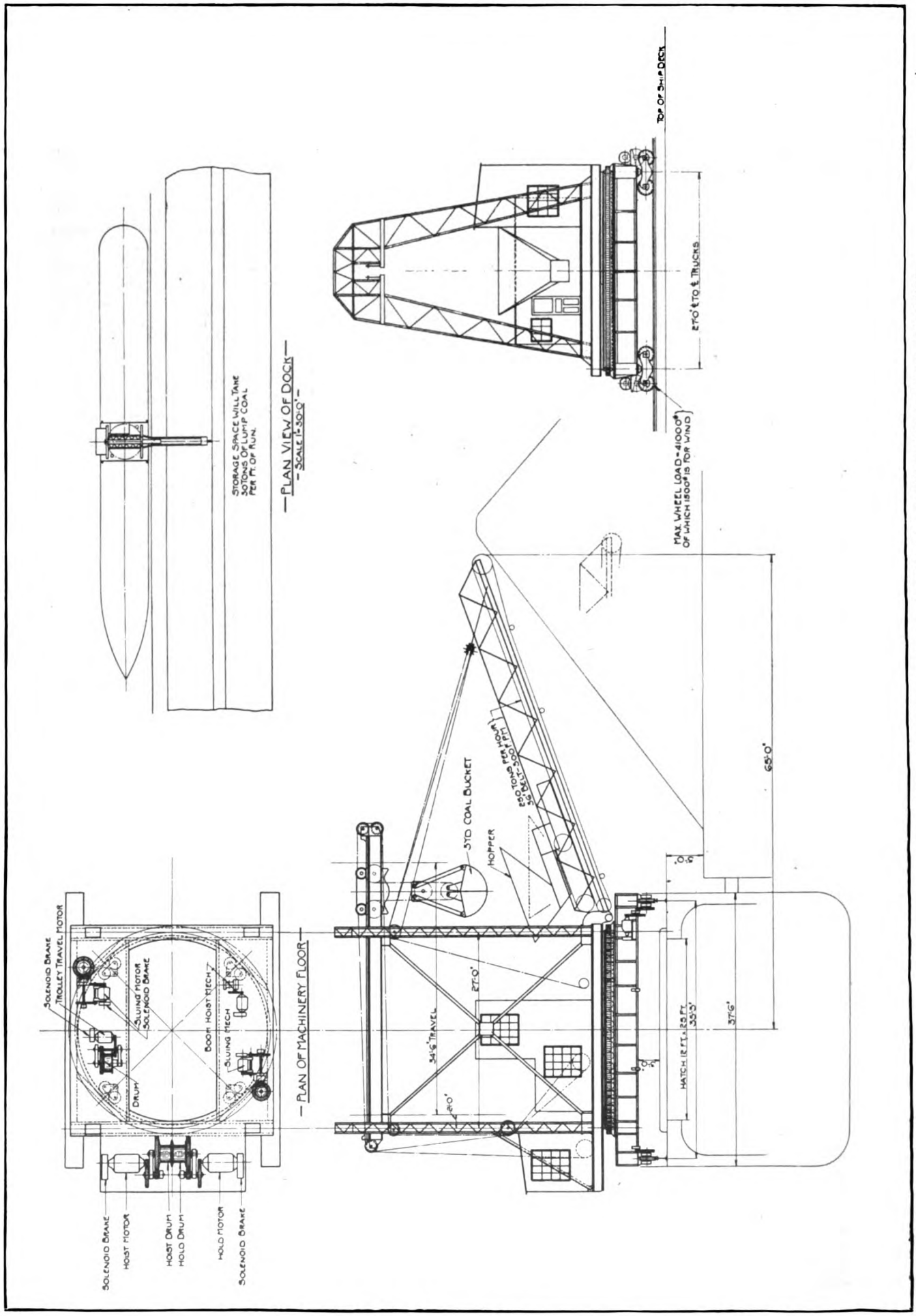

ELECTRICALLY OPERATED VESSEL UNLOADER FOR HANDLING MISCELLANEOUS BULK CARGOES

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Self Unloader Cuts Time in Port

Vessels Not Dependent on Dock Equipment—Rapid Unloading Will Increase Earnings—Can Engage in Trades Now Unprofitable

FOR moving bulk cargoes such as coal, ore and grain, the common staple raw materials of civilized life, the tendency for some time past has been to build larger vessels. This size has now become practically standardized at about 13,000 tons capacity particularly on the Great Lakes. Cargo handling equipment at the larger terminals supplying and receiving such shipments in great quantities has been developed to the highest degree of efficiency so that these vessels can be loaded and discharged in a remarkably short time. As an illustration of what this means in bulk cargo movement, a vessel on the lakes during the season of 1924 delivered 22 cargoes of ore and 24 cargoes of coal, an aggregate of 552,014 net tons. Smaller vessels therefore cannot economically compete in this trade between the larger modern fully equipped terminals.

On the other hand these same raw materials and other materials such as sand, gravel and trap rock for construction purposes and road building and certain special grades of sand used in foundries for core making need to be moved in much lesser aggregate amounts not warranting an elaborate equipment for loading or unloading. It is in these trades that the smaller vessel could be most profitably used. One real difficulty has been the long time lost in unloading, as the equipment at many ports is inadequate.

The design of a new type of self unloader which can be placed on board and so render the vessel independent of dock equipment has recently been completed by the McMyler-Interstate Co., Bedford, O. With this equipment the turn around in port could be greatly reduced and consequently a vessel could operate with profit in trades and between ports where it is now impossible to do so economically. A general arrangement drawing showing this self unloader in position on a small vessel is shown on the accompanying page.

As described in the specifications of the designers, this machine is of the self contained type electrically operated throughout, travels on the deck of the vessel and spans the hatches. Coal, ore, sand, gravel or grain can be taken out of the hold of the vessel and delivered over a conveyor to the dock alongside. The dimensions of the unloader shown in the illustration are suited to the size of the vessel, and the capacity of this particular size is at the rate of 250 tons of coal per hour, which is equivalent to unloading a cargo of 4000 tons in 16 hours.

The component parts of the device are: A clamshell bucket suspended from a trolley which runs back and forth on a track set athwartship, a conveyor boom which can be raised and lowered, carrying a belt conveyor and extending out over the dock, a revolving superstructure supporting the rack on which the bucket moves, and a lower frame for mounting the rotating rack upon which the superstructure revolves. The lower frame rests on four two wheel trucks. In detail the specifications call throughout for proper material, design and workmanship.

In operation the clamshell bucket will move in and out on the trolley runway and deliver its load to the conveyor which in turn delivers to the dock. The conveyor boom can be raised and lowered at will, the superstructure can be rotated through an angle of 360 degrees in either direction and the entire crane can be moved fore and aft at will on wheels running on tracks laid on the deck of the vessel. Individual electric motors are used for performing each operation. Solenoid brakes and controllers are fitted. The electrical equipment will be suitable for direct current, 230 volts. Where not protected by housing the motors will be waterproof. For the various operations the number and sizes of the motors will be as follows: Hoist, two 70 horsepower, 540 revolutions per minute continuous; trolley, one 10-horsepower, 1000 revolutions per minute; swing, two 10-horsepower, 700 revolutions per minute; boom hoist, one 10-horsepower, 650 revolutions per minute; and bridge, two 15-horsepower, 600 revolutions per minute. For the conveyor a suitable motor of the size and type best suited for driving the conveyor belt and feeder will be used. The speeds of the various operations will be as follows:

	Feet per minute
Hoist	360
Trolley	400
Bridge	100
Conveyor	300

Taking up the various operations in detail, the bucket is lowered by means of the motor using dynamic braking, and is held in position by solenoid brakes on the motor. The superstructure will rotate on a nest of sixty 12-inch steel rollers on a circular steel rail about 27 feet in diameter. Two separate swinging mechanisms are provided each driven by an independent motor. For the trolley travel the outhaul and inhaul cables pass over a drum connected by suitable shafts and gears to a motor. A solenoid brake on the motor makes it possible to stop and to hold the trolley in any position. The conveyor boom is raised and lowered by means of cables passing over a motor driven drum. This motor is also equipped with a solenoid brake. The trolley is a structural frame carried on four cast iron wheels designed to support the sheaves over which the bucket operating ropes pass. A four line rope reeved type of bucket, will be used. All gears are covered for protection of operators. Particular attention will be given to means for properly securing the crane on the deck of the vessel when at sea.

This design is a valuable contribution as an original solution of the self unloading problem of the smaller vessels if such types are to find continued and profitable employment in the bulk cargo carrying trade.

The following lines have announced the opening of navigation on the Great Lakes for the 1925 season: Atlantic Transit Co., March 10; Great Lakes Transit Corp., March 19; Central Vermont Railway, in connection with Minnesota-Atlantic Transit Co., March 19; and Minnesota-Atlantic Transit Co., March 19.

Allan Scott of Hamilton, Ont., marine salesman for Johns-Manville, Inc., was instantly killed on March 19, by being gassed, when he walked into the room of the chief engineer of the steamer Berryton, lying in the harbor of Port Colborne.

Scott was evidently intending to visit the chief engineer of this ship and was unaware of the fact that fumigation was going on with cyanide of potassium gas. The Berryton was lying outboard of another ship and to get to the Berryton it was necessary to cross this ship.

His body was found 30 minutes after he entered the chief engineer's room. Mr. Scott was one of the best known and well liked of the marine salesmen of the Great Lakes. Everyone was shocked at his death. The greatest precautions to prevent similar accidents in the future should be taken.

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C. L. Mattsson Heads Wm. Cramp & Sons S. & E. B. Co's. Detroit Office

Mr. Mattsson served an apprenticeship in engineering in the shops of the Great Lakes Engineering Works before entering the University of Michigan in 1911, thus reversing the usual procedure. After securing the degree of mechanical engineer, he gained further practical marine engineering experience in the engine rooms of a number of Great Lakes steamers. In 1917 he was occupied at the Detroit plant of the American Shipbuilding Co. in building ships.

In 1921, Mr. Mattsson added to his experience in other lines by accepting the position of service manager with the Diamond Power Specialty Corp., Detroit, manufacturers of steam power plant specialties. He then gained experience in sales work by joining the New York sales staff of the Vincent Gilson Engineering Co., representing at that time the Diamond Power Specialty Corp., the Engineer Co. of New York and others. It is from the latter position that Mr. Mattsson comes to enter the sales department of the William Cramp & Sons Ship & Engine Building Co.

His experience in both engineering and sales particularly fits him for the rapidly increasing business of the Cramp company on the Great Lakes. He will give special attention at the outset of the sales of propellers, marine diesel engines, babbitts and other products of the Cramp company's brass, iron and steel foundries. His headquarters will be at 1404 East Jefferson avenue, Detroit.

Would Sell Ships

Chairman O'Connor of the shipping board believes in selling the government's ships and says so. It's too bad he hasn't been able, up to date, to stir his confreres to more vigorous and speedy action along this line. Mr. O'Connor's latest statement is as follows:

"I am much gratified at what has been accomplished in carrying forward the vigorous ship sales policy of the board followed during the past year in the sale of government vessels to citizens for continued operation under the American flag. I believe in an extremely liberal sales policy in order to get these ships into private hands. During the past six months the shipping board has sold to American citizens over 30 of the government vessels with a deadweight of 176,898 tons, the total price received for these ships being approximately $2,500,000. Ships sold during the past six months include five steel cargo vessels, 13 lake type steel cargo vessels, seven steel tankers, two concrete tankers, one ex-German combination freight and passenger vessel and two ocean going tugs.

"The board has under negotiations at the present time prospective sales of additional passenger vessels and freight vessels on lines now operated by the government. Our aim is to transfer as soon as possible every single government ship to private American capital for operation under the United States flag. Wherever American capital can be found which will give guarantee of continued operation, I am in favor of most liberal terms of sale. The ships which cannot be sold and are not needed for the American merchant marine should be promptly scrapped consistent with the interests of the government. We are prepared to forget the cost of the ships if we can sell them to Americans of character who can guarantee the service which we believe the country requires."

President Palmer of the Fleet corporation announces the following sales:

PHOENIX, steel cylindrical tank steamer, 8974 deadweight tons, 5731 gross tons, for $57,000 to the American Tankers Corp., Boston.

TAGUS, steel coal burning tug, 426 gross tons, for $46,000 to O'Brien Brothers, Inc., New York City.

SILVERBROOK, cylindrical steel tank steamer, 8981 deadweight tons, 5674 gross tons for $55,500 to the Mountain Oil & Refining Co., New Orleans.

EAST INDIAN, twin screw steel cargo, 11,679 deadweight tons, 8229 gross tons for $81,753 cash consideration and contract to convert vessel to diesel propulsion, to Ford Motor Co., Detroit.

Remember the Marine Show, New York, Nov. 9-14, 1925, at sixty-second street and Columbus avenue.

Chicago Must Restore Lake Levels

JOHN W. WEEKS, secretary of war, has ordered the sanitary district of Chicago to reduce its diversion of water from Lake Michigan to an average of 8500 cubic feet per second during the next five years. At no time is the diversion to exceed a maximum of 11,000 cubic feet per second. The new permit contemplates a gradual reduction of the amount of water taken to 4167 cubic feet per second by 1935.

It also is interesting to note that under the conditions laid down by the secretary of war, the sanitary district is required to agree to participate in the cost of constructing works for restoring the level of the Great Lakes if necessary.

What Chicago Must Do

The conditions laid down by the war department are as follows:

"The secretary of war hereby authorizes the sanitary district of Chicago to divert from Lake Michigan, through its main drainage canal and auxiliary channels, an amount of water no to exceed an annual average of 8500 cubic feet per second, upon the following conditions:

"1—That there shall be no unreasonable interference with navigation by the work herein authorized.

"2—That if inspections or any other operations by the United States are necessary in the interests of navigation, all expenses connected therewith shall be borne by the permitee.

"3—That no attempt shall be made by the permitee or the owner to forbid the full and free use by the public of any navigable waters of the United States.

"4—That the sanitary district of Chicago shall carry out a program of sewage treatment by artificial processes which will provide the equivalent of the complete treatment of the sewage of a human population of at least 1,200,000 before the expiration of the permit.

"5—That the sanitary district shall pay its share of the cost of regulating or compensating works to restore the levels or compensate for the lowering of the Great Lakes system, if and when constructed, and post a guarantee in the way of a bond or certified check in the amount of $1,000,000 as an evidence of good faith.

Must Submit Plans

"6—That the sanitary district shall submit for the approval of the chief of engineers and the secretary of war plans for controlling works to prevent the discharge of the Chicago river into Lake Michigan in times of heavy storms. These works shall be ready for operation by July 1, 1929.

"7—That the excution of the sewage treatment program and the diversion of water from Lake Michigan shall be under the supervision of the United States district engineer at Chicago.

"8—That if, within six months after the issuance of this permit, the city of Chicago does not adopt a program of metering at least 90 per cent of its water service and provide for the execution of said program at the average rate of 10 per cent per annum thereafter, this permit may be revoked without notice.

"9—That if, in the judgment of the chief of engineers and the secretary of war, sufficient progress has not been made by the end of each calendar year in the program of sewage treatment prescribed so as to insure full compliance with the provisions of Condition 4, this permit may be revoked without notice.

"10—That this permit is revocable at the will of the secretary of war, and is subject to such action as may be taken by congress.

"11—That this permit, if not previously revoked or specifically extended, shall cease and be null and void on Dec. 31, 1929."

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Dock Management Progress Section

How Successful Dock Operators Have Met Problems of Giving Best Service to Ships

Play Fair With Your Stevedore

BY A. E. WOOD

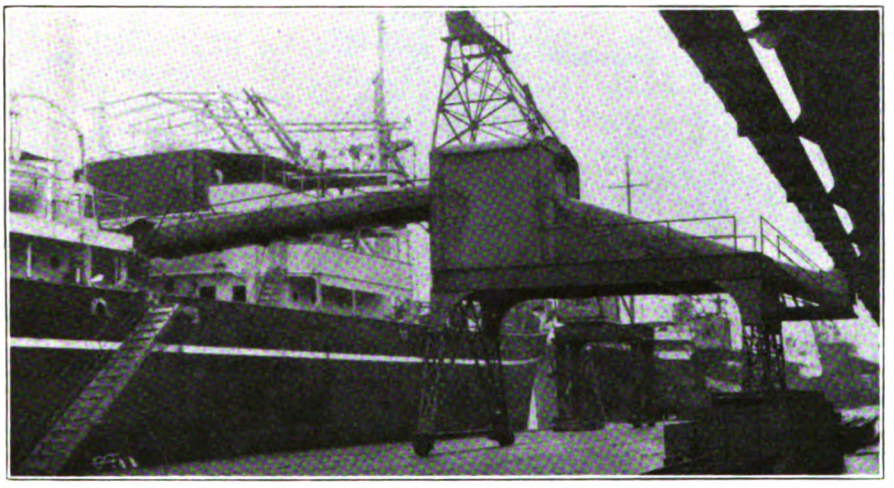
MUCH can be said on the relationship existing between the shipowner and the stevedore as they are so dependent upon one another, but this article will treat only with the more pertinent features of this relationship.

As one is dependent entirely upon the other, the reason for a closer alliance is more evident. Unfortunately the shipowner, or his agent, generally believes his contracting stevedore is always realizing a profit on his operations, and meets with no reverses. He never takes into consideration the many unusual circumstances that bring about such losses. This lack of understanding often tempts the stevedore to complete his task without loss, to the detriment of owner and ship by careless stowage, resulting in strains to the vessel, cargo claims and loss of freight earning space. To further minimize such losses, he conceals them in his charges for extra labor and overtime.

Too much stress cannot be laid on the necessity for closer harmony. Cargo inefficiently stowed takes up more cubic space than is necessary and results frequently in a freight earning loss far in excess of what the stevedore would have obtained if the owner or his agents had a more intimate knowledge of his stevedore's operations, and made additional allowance for it. For instance, a stevedore working on a tonnage basis can load and stow his tonnage into an empty or partly filled ship without delay to ship or loss to himself, where the stevedore at the last port or ports of call loading an equal quantity on an equal cost per ton, will suffer a loss, due to difficult stowage.

Local conditions and types of ships are important factors in securing dispatch in loading and on an equal wage scale, it would not necessarily hold that a rate per ton applicable at Boston would suffice at Baltimore or Philadelphia and *vice versa*.

During the period of the World war, many stevedoring concerns came to life and many of the principals directing their operations had had little or no prior experience. This influx of operators made it difficult for the old and reliable stevedore to carry-on. As labor was scarce



WHERE STEVEDORING IS REDUCED TO A MINIMUM—LOADING COFFEE INTO A NORWEIGAN DIESEL SHIP AT SANTOS, BRAZIL

Many steamship companies found it expedient under the existing conditions, to organize their own stevedoring departments at ports that would warrant it, to insure that their own ships would get maximum attention in the way of stowage and dispatch, and further to keep in close touch with the labor, the crux of the situation. These adventures of shipowners have proved eminently satisfactory in many ways.

A stevedore's operations should net him at least 15 per cent on the amount charged, as his expenses and replacements are very numerous. It is quite possible to compile rates for loading of tonnage and this can be readily done over a period of time, by the shipowner's tallying or checking department, and without great effort if proper forms are provided. Very comprehensive figures can be obtained in this manner relative to each and every commodity handled. To show the need of such facts, it can be stated with knowledge that many stevedores are suffering knowingly a loss on certain commodities in a mixed cargo but are making up on other commodities that they get an excessive rate on. The rate for loading flour in moderate quantities should be considerably higher than when a full cargo of flour is loaded. Generally, as the situation now is, they both take the same rate and the stevedore profits materially as a result. These matters should be speedily adjusted between the contracting parties. As the International Longshoremen's union in most ports regulates the minimum number of men to be employed in a hatch gang, and with the wage scale known, and further armed with facts concerning dispatch in loading various commodities, there is little excuse for rates not being promulgated that are fair and equitable to both parties.

It must be borne in mind that a stevedore on a tonnage basis is making money only when he is handling cargo. Delays beyond his control, due to poor ship's equipment, defective winches, rigging up, taking off and replacing 'tween deck hatches, shifting of cars alongside, unusual stowage and such causes of delay are expenses that should be borne by the ship or cargo interests and the stevedore reimbursed.

With shipping on the upward trend, stevedore and owner should co-operate.

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name	Date	Cause	Place	Resulting Damage
Afghanistan	Feb. 18	Collision	Genoa	To dk. cross bunker lk.
Arendserk	Jan. 19	Str. sunk. wrk.	Gulf of Aden	Prop. blade
Australia	Jan. 19	Disabled	Falmouth	Steer. gear, boat, loss of sails
Albert Mou	Jan. 19	Collision	Elbe 4 lightship	Badly
Archangel	Jan. 20	Aground	Rotterdam	Not stated
Arnotegui Mendi	Jan. 20	Aground	Walney Channel	Not stated
Andraka Mendi	Jan. 22	Collision	Shieldhall	Undamaged
Austrian	Jan. 29	Stranded	Kilia Beach	Floated
Antietam	Jan. 29	Collision	Perth Amboy	To bow
Acton Manor	Jan. 30	Collision	Barry Roads	Leaking
Altai Maru	Jan. 30	Fire	Malacca Straits	Serious
Arran Firth	Feb. 3	Disabled	Tynemouth	Towed
Adriatico	Feb. 2	Collision	Not stated	To bow plates
Admiral Peary	Feb. 19	Aground	Key Route Slip	Not stated
Adriatic	Feb. 16	Aground	Liberty	Floated
Anthony Groves, Jr.	Feb. 23	Collision	Balt	After waist
Agwibay	Feb. 25	Collision	Staten Island	Bow
Augusta	Mar. 4	Collision	Greenwich Coal	Sank-raised
Artigas	Mar. 6	Aground	Half Moon Shoal	Floated
Beatrice K	Jan. 20	struck subm. wreck	Newfoundland	Lost
Barrow	Jan. 23	Collision	Gravesend	Unknown
Briarwood	Feb. 2	Grounded	Rosario	Windlass
Canadian Highlander	Feb. 11	Str. dock wall	Liverpool	To rud. post
Canadian Navigator	Feb. 18	Fire	Barbados	Total loss
City of Taunton	Feb. 17	Broke shaft	City Island	Towed
Cretan	Feb. 17	Aground	Sandy Point	Floated
Caroline Hemsoth	Jan. 19	Stranded	Ulvang, near Sandnessjoen	Not stated
Canadian Rover	Jan. 22	Stranded	Farewell Point	Floated
Coalisland	Jan. 22	Filled	Belfast	Total loss
Cantenac	Jan. 22	Collision	Flushing	Unknown
Commack	Jan. 29	Ashore	False Hook	Floated
Consul	Jan. 30	Foundered	East Oaze Buoy	Not stated
Coroove	Feb. 3	Collision	Sea Reach	To stem
Caoba	Feb. 3	Water-logged	Columbia River	Towed
Collier County	Feb. 27	Collided dock	Miami	Damaged
Canada	Feb. 23	Ram ice floe	Yarmouth	Sprang leak
Comedian	Feb. 28	Disabled	River Mersey	Steer. gear
Corsica	Mar. 2	Aground	False Hook	Floated
Deletco	Feb. 12	Aground	Sparrows Point	Floated
Daisy	Feb. 16	Aground	Coos Bay	Not stated
Delphinus	Jan. 26	Collision	Thames	Stem and bow
Dania	Jan. 27	Stranded	Vinga	Floated
Doon Glen	Jan. 28	Struck object	Carnlough	Beached
Dunston	Jan. 30	Stuck in ice	St. Esprit	Not stated
De Witt Brown	Mar. 10	Disabled	Scotland Lightship	Leaking
Demonstrator	Mar. 8	Stranded	South Bimini	Not stated
Dannedaike	Mar. 8	Collision	Not stated	Stem and bow plates
Ebro	Feb. 13	Disabled	Havana	To pipe
Ecola	Jan. 19	Gale	Astoria	Adrift
Eastern Glen	Jan. 19	Totally dis.	13 mi. n. e. Burra	Air pump
Elli	Jan. 22	Hvy. weather	Stampalia	Sank
Empire State	Jan. 26	Fire	Howard Beach	Total loss
El Alba	Jan. 28	Collision	Liberty	Not stated
Eugie	Mar. 2	Collision	Thomas Point	Sank
Frances Parson	Feb. 9	Ashore	Southwest Harbor, Maine	Not stated
Fiano	Jan. 19	Disabled	St. John's	Crank shaft
Goole	Jan. 22	Collision	Royal Albert Dock	To bows
Gladys	Jan. 30	Grounded	Flushing	Leak-sank
Gripfast	Jan. 30	Collision	Newhaven	Steer. gear
Georgios K. Saliaris	Jan. 28	Stranded	Odessa	Leaking
Glenshane	Feb. 3	Collision	Sea Beach	Strbrd. side
Grays Harbor	Feb. 3	Disabled	Astoria	Leaking
Gertrud	Feb. 4	Disabled	Brunsbuttelkoog	defec. mach.
G. A. Kohler	Mar. 7	Grounded	Cape Henry	Leak. badly
Honduras	Jan. 22	Collision	Wapping Dock	Stem
Hamburg	Jan. 30	Ashore	Gluckstad	Floated
Hartfield	Mar. 6	Col. dock wall	Bombay	bows-leak.
Harvester	Mar. 7	Not stated	Bahama Island	Total loss
John and William	Jan. 27	Collision	Rock Channel	Sank-raised
Jas. M. Hudson	Mar. 2	Sank	Boston Lightship	Leak
King Bleddin	Feb. 16	Struck rock	Cape Town	Badly holed
King Harald	Jan. 20	Stranded	Donna Nook Coastguard Sta.	Not stated
Kofuku	Jan. 30	Fire	Panama	Cons. dam.
Karachi Maru	Feb. 2	Collision	Not stated	Unknown
Kewanee	Feb. 27	Disabled	San Francisco	Steer. gear
Lizzie M. Parsons	Feb. 16	Ashore	Atlantic City	Not stated
Lubrafol	Jan. 19	Touched bot.	Flushing Roads	Undamaged
Levick No. 9	Feb. 24	Fire	Schuylkill River	Sank
Middlesex	Feb. 13	Filled	Mystic River	Sank
Josephine A. McQuesten	Feb. 22	Aground	Perth Amboy	Floated
R. J. Moran	Feb. 22	Str. ferryboat	South Ferry	Sank

Name	Date	Cause	Place	Damage Resulting
Manta	Feb. 18	Aground	Cardenas	Not stated
Michael Kelly	Feb. 20	Disabled	Dublin	Towed
Munalbro	Jan. 20	Collision	Portland	Bows
Mars	Jan. 21	Struck	Jardin Lighthouse	Beached
Magda	Jan. 27	Stranded	St. George	Floated
Mercuria	Jan. 27	Aground	Aebeloe	Undamaged
Maui	Jan. 28	Collision	San Francisco	Badly dam.
Midway	Jan. 28	Collision	San Francisco	Damaged
Mount Carroll	Feb. 24	Aground	Ellis Island	Afloat
Moghred Acsa	Jan. 30	Collision	Barry Roads	Slight
Manchester Hero	Jan. 28	Collision	Baltimore Harbour	rud, stocks, plates
Mystic	Feb. 3	Hvy. gales	Not stated	Lost anchor and chain
Middlesex	Feb. 24	Collision	Liston's Range	Stem, plates
Montlaurier	Feb. 27	Aground	Queenstown Har.	Steer. gear
Milwaukee	Mar. 10	Struck pier	Milwaukee Harbor	Steer. gear
Marion	Mar. 6	Sunk	Not stated	Total loss
Nettie C	Feb. 4	Abandoned, waterlogged and dismasted	Lucher Lightship	Towed
Oceana	Feb. 20	Aground	Pea Patch Shoal	Floated
Oldenburg	Jan. 30	Grounded	Austruweel Roads	Unknown
Oranie	Feb. 4	Collision	Oran	Plate
Ontario, Seattle	Feb. 2	Disabled	Fort de France	Leaky
O. L. Halenbeck	Feb. 26	Sunk	Bay Ridge	Raised
Paris	Jan. 30	Collision	Newhaven	Extensively
Port De Marseille	Feb. 3	Ashore	Bordeaux	Unknown
President Harding	Feb. 20	Collision	North River	Not stated
Republic	Feb. 17	Collision	Cape Sable	Sank
Robin Adair	Jan. 20	Collision	Portland	Not stated
Ripley Castle	Jan. 23	Collision	King George s Dock	Unknown
Rowanpark	Jan. 23	Fire	Belfast	Considerable
Reedness	Jan. 27	Collision	Blyth	Damaged
Rochambeau	Feb. 24	Collision	Quarantine	Consid. dam.
Raritan	Jan. 29	Collision	Perth Amboy	Damaged
Rijndijk	Feb. 4	Grounded	St. Andrew's Bar	Not stated
Rosario	Feb. 24	Ashore	Willemstad	Not stated
Redman	Feb. 27	Ashore	St. Johns River	Floated
Snyg	Feb. 10	lost prop. bl'ds	St. Pierre	Towed
Slieve Bawn	Jan. 20	Collision	N.W. by W. of South Stack	Not stated
Steinmachos	Jan. 19	Stranded	Galamata	Not stated
Spreadeagle	Jan. 23	Collision	Gravesend	To bow
Swift	Jan. 23	Collision	King George's Dock	Sank
Sekstant	Jan. 21	Collision	Antwerp Docks	To plates
Spaarndam	Jan. 22	Grounded	River Scheldt	Undamaged
Sasebo	Jan. 27	Collision	Cardiff Channel	Unknown
Santurce	Jan. 28	Collision	St. George	To bulwarks
Scania	Feb. 3	Collided pier	Ystad	Not stated
St. Louis	Feb. 4	Ashore	Bordeaux	Undam.
Sibille Naval	Feb. 4	Disabled	Brunsbuttelkoog	Blade prop.
Suphenco	Feb. 21	Disabled	Pensacola	Eng. trouble
Superca	Feb. 24	Ashore	River Scheldt	Undam.
Sagamore	Feb. 27	Fire	Halifax	Serious dam.
Sierra Morena	Mar. 6	Ashore	Cape Henry	Not stated
Sunik	Mar. 7	Collision	Thames Haven	Bows
Stella Maris	Mar. 12	Crushed by ice floes	Grand Banks	Sunk
B. A. Taylor	Feb. 19	Aground	Baltimore	Floated
Turpin	Jan. 22	Collision	Flushing	Unknown
Taunton	Jan. 29	Ashore	Holm Sand	Floated
Tuscania	Feb. 24	Collision	Quarantine	Consid. dam.
Taubate	Feb. 2	Aground	Rio Janeiro	Not stated
Tuscolo	Feb. 4	Collision	Oran	Undam.
Taibu Maru	Feb. 28	Aground	Hen and Chicken Shoals	Undam.
Tourist	Mar. 4	Explosion	Doughty's Land'g	Disabled
Us. S. Gypsum Co. No. 7 Barge	Feb. 25	Collision	Kings Dock	Sank
Victor	Jan. 22	Collision	Shieldhall	Stern
Vacuum	Mar. 11	Disabled	Key West	Propeller
Westpool	Feb. 14	Str. obstruc.	Nantucket	To six bot. plates
West Jena	Feb. 16	Disabled	Astoria, Ore.	Leaking in fuel tanks
Westmoreland	Feb. 19	Lost prop.	Not stated	Towed
Wildenfels	Jan. 20	Collision fog	Elbe 4 lightship	To bow
Waldraut Horn	Jan. 23	Leaking	Not stated	Sank
Winamac	Jan. 23	Grounded	Dunkirk	Floated
Willaston	Jan. 26	Stuck in ice	Louisburg	Floated
Wilhelm Jurgens	Jan. 28	Ashore	Westman Islands	Totally wrecked
Western Glen	Feb. 2	Disabled	New York	eng. trouble
Warcuta	Feb. 5	Str. sub. obj.	Colombo	Hull
W. M. Burton	Feb. 24	Aground	Liston's Range	Floated
West Kasson	Mar. 1	Fire	Antwerp	Badly amidship
Westmoor	Mar. 2	Collision	Genoa	Above water line
William Bisbee	Mar. 7	Aground	Peak and Great Dia. Island	Floated
Yukon	Feb. 2	Stranded	Cape Resurrection	Plates
Yarra	Feb. 27	Grounded	Christiana	Leaking

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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925..	398	1,680,392	449	1,867,624
January	387	1,556,853	457	1,869,323
December	423	1,673,567	470	1,822,485
November 392		1,709,329	456	1,921,088
October	459	1,915,122	540	2,332,411
September	476	2,072,324	483	2,026,172
August	406	1,650,694	479	2,018,621
July	491	1,937,802	525	2,081,663
June	465	1,882,471	495	2,014,598
May, 1924.....	466	1,811,769	520	2,046,833

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	93	238,802	55	154,033
January	77	224,574	57	180,331
December	71	179,994	61	188,667
November	85	220,852	59	174,470
October	75	171,465	52	137,653
September	82	192,900	66	161,925
August	86	192,777	57	138,280
July	90	195,704	63	149,736
June	94	214,439	75	179,939
May, 1924	99	219,934	76	216,237

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	85	278,024	46	121,141
January	78	205,327	34	80,480
December	100	278,347	52	125,332
November	97	310,423	55	149,777
October	128	327,931	82	179,963
September	113	308,352	75	183,286
August	120	293,661	91	176,563
July	139	351,477	99	193,747
June	147	283,982	110	200,026
May, 1924	122	260,300	100	219,216

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	21	72,642	24	83,393
January	23	65,910	23	65,218
December	30	86,088	29	78,076
November	15	26,281	12	19,616
October	11	12,506	15	24,551
September	19	42,910	16	34,813
August	24	52,400	25	54,739
July	18	43,926	22	49,365
June	20	34,631	19	31,911
May, 1924	19	33,970	21	40,832

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	12	37,995	13	41,669
January	12	38,395	11	39,717
December	9	36,259	11	40,624
November	11	45,232	8	37,967
October	6	16,071	8	14,522
September	7	20,038	5	21,937
August	7	21,863	5	18,916
July	8	27,747	7	28,730
June	5	21,873	4	10,456
May, 1924	10	23,795	4	17,931

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	13	51,236	21	81,438
January	19	71,880	23	86,518
December	17	64,756	29	115,186
November	27	105,529	36	137,696
October	24	92,077	43	159,017
September	26	97,923	36	128,205
August	22	78,722	31	118,526
July	11	45,451	22	84,195
June	20	72,801	29	104,309
May, 1924	16	58,889	21	72,663

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	103	323,817	105	337,116
January	90	282,299	79	250,369
December	105	326,907	99	291,043
November	105	325,934	97	305,601
October	101	297,822	118	355,500
September	94	282,861	100	289,324
August	90	278,346	105	329,470
July	106	318,585	106	318,182
June	117	339,212	104	298,765
May, 1924	122	369,797	126	378,501

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	14	40,669	66	186,031
January	39	95,259	88	262,371
December	41	108,930	93	274,576
November	31	89,647	70	205,671
October	39	95,375	71	227,247
September	30	83,640	80	251,466
August	27	80,338	94	281,959
July	30	78,138	102	301,920
June	36	105,301	83	235,667
May, 1924	27	73,846	94	269,752

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	40	101,403	37	91,135
January	33	90,730	33	91,062
December	40	109,496	40	113,538
November	36	109,623	39	115,168
October	35	101,689	31	93,380
September	34	94,422	36	100,903
August	25	71,138	25	68,527
July	23	56,548	25	64,981
June	29	77,096	25	66,483
May, 1924	36	94,106	35	92,503

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	77	94,214	77	96,890
January	75	100,350	71	96,815
December	77	90,316	72	83,706
November	90	101,387	84	102,408
October	75	92,284	72	89,364
September	84	103,588	83	98,063
August	81	93,805	82	94,682
July	94	110,228	91	106,127
June	54	65,770	58	71,102
May, 1924	98	110,675	95	104,661

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	93	212,063	85	203,565
January	84	192,722	82	184,575
December	84	165,352	80	165,325
November	80	169,400	73	156,327
September	80	176,416	71	160,717
August	75	145,597	73	147,681
July	77	161,386	81	166,218
June	90	196,589	73	164,789
May, 1924	74	146,668	80	157,655

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	31	124,870	30	129,648
January	39	169,458	36	145,663
December	36	164,991	45	181,849
November	40	203,891	45	194,766
October	45	175,725	48	198,037
September	48	193,049	41	168,594
August	35	149,904	41	179,108
July	35	156,626	47	197,330
June	50	211,828	45	175,319
May, 1924	46	188,853	43	177,581

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925..	178	435,135	170	433,675
January	253	731,964	264	738,164
December	277	776,064	257	735,100
November	247	713,667	250	735,984
October	267	757,738	279	768,630
September	248	677,631	237	640,301
August	247	645,151	252	676,881
July	241	650,671	250	687,005
June	240	622,326	223	588,554
May, 1924	260	703,950	264	696,397

Houston

(Cargo tonnage)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	99	39,568	102	154,455
November	101	36,016	95	233,436
October	..	34,945	...	192,986
September	94	50,710	90	171,229
August	82	66,665	84	114,966
July	59	77,062	57	288,417
June	65	74,794	72	336,312
May	72	64,937	71	362,350
April	78	76,466	73	337,75-
March, 1924 ...	88	113,064	87	411,715

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	56	140,065	90	277,751
January	67	188,781	110	337,882
December	63	190,311	107	341,705
November	100	342,472	126	408,277
October	77	238,918	120	386,412
September	65	189,293	112	350,173
August	61	177,941	87	268,774
July	52	147,279	58	172,847
June	41	133,079	55	170,181
May, 1924	58	148,758	69	200,846

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
January, 1925..	127	312,248	115	259,345
December	153	343,151	118	276,302
November	195	310,425	121	223,778
October	156	290,697	184	285,871
September	128	333,989	136	277,479
August	96	301,744	76	239,441
July	96	337,767	74	275,993
June	102	307,659	67	258,827
May	91	290,863	75	246,104
April, 1924	100	281,343	72	251,237

San Francisco

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	117	443,749	124	454,699
January	...	.....	...	.....
December	59	231,805	83	314,541
November	73	251,022	82	318,615
October	64	234,894	72	243,898
September	67	225,161	65	220,507
August	61	219,133	65	230,938
July	49	179,671	72	232,262
June	54	188,984	57	196,854
May, 1924	63	226,130	62	197,082

Port Arthur

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances No. ships	Net tonnage
February, 1925.	32	95,537	19	44,376
January	34	100,449	33	85,261
December	34	101,609	41	122,869
November	32	107,737	32	90,726
October	47	144,763	54	159,034
September	42	120,636	38	105,700
August	42	116,626	32	89,698
July	47	130,595	47	115,750
June	54	146,819	43	131,654
May, 1924	50	143,452	40	105,296

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Government Operation Must Stop

Can Save $15,000,000 a Year by Private Operation—Superior Services Could Be Maintained—New Congress Is Expected to Act in December

BY FRED B. PLETCHER
Washington Correspondent, Marine Review

LITTLE doubt exists that a concerted assault will be made in the next congress on the shipping board and the present wasteful government shipping situation. Despite the fact that a new congress is more than eight months away, forebodings of the impending storm already are showing signs of developing. That sentiment throughout the country is growing in favor of abolishing the shipping board and the Fleet corporation is evident, since congress has adjourned with no important shipping legislation accomplished. This view is based on the opinions of both practical shipping men, shippers and the general public.

Shipping interests of the United States have not abandoned the hope that a direct or indirect subsidy, even though designated by another name, eventually may be passed in Washington. Two years ago, in the administration of President Harding, the subsidy bill went through the house with a substantial majority. It met a sufficient number of favorable votes in the senate, but it was defeated by a filibuster.

Some believe that enactment of a subsidy bill or a system of discriminating duties have a highly favorable opportunity next winter. It is contended by shipowners that if one-half of the present $30,000,000 loss of the Fleet corporation were appropriated as direct aid for private lines, not only could a better service be maintained but the tremendous drain on the nation generally could be stopped. Commissioner Plummer has stated that the expenses of operating the government merchant fleet could be reduced $10,000,000 a year. This could be accomplished only by private vessel owners and operators who could bring the weight of competition to bear on their costs.

By the nature of government operation of the ships, it is conceded manifestly impossible to build up the present trade routes without great losses. Agents of private shipping companies by contact and personality can get business that government-operated services cannot reach. The subsidy is regarded more favorably than preferential duties because of the lessened probability of international friction even though the name subsidy stirs bitterness in the hearts of demagogic legislators.

On some of the trade routes of the Fleet corporation, individual voyage losses run on an average of $18,000. If only a small portion of these amounts were paid as voyage subsidy under private operation, there would be a corresponding saving to the country with the prospects of the government disappearing from the shipping business and the merchant fleet being built up. In congress, the real friends of the shipping board are from the South. Yet the South opposes a subsidy, not perhaps so much as a matter of principle as through traditional and political reasons.

Representative shipbuilders and marine equipment officials have been protesting to the shipping board and Fleet corporation officials against the proposal to withdraw a number of the best vessels now in operation for conversion to diesel equipment. The board started its diesel program about a year ago, but it has not yet made its selection of the first 18 ships for the $25,000,000 conversion program. One of the arguments against refitting the active ships of the board is that some of those likely to be selected are the only ones in the government fleet that are making any kind of a showing under existing conditions.

Actual hearings in the investigation of the shipping board and Fleet corporation by the special house committee finally have been brought to a close, although the committee still exists and will spend the time intervening in preparing its report for next winter's session of congress. Its complete hearings are being printed and will run into a number of volumes. The hearings of this committee began early last spring and included a junketing trip to Europe. This report should hasten action to stop government operation.

What's Doing Around The Lakes

RECONSTRUCTION of the SOUTH AMERICAN, of the Chicago, Duluth & Georgian Bay Transit Co., which lost its superstructure by fire at Holland, Mich., Sept. 9, will have been completed by the Manitowoc Shipbuilding Co., Manitowoc, Wis., by May 1, according to officials of the line. The ball room is being enlarged and some parlors being added in place of staterooms. The fire did not damage the hull or machinery. The NORTH AMERICAN, of the same line, is in winter quarters at Holland. The season for these two cruise ships will open June 27. Capt. Andrew C. Anderson will bring out the SOUTH AMERICAN again but Capt. Claude Ellis will be master of the NORTH AMERICAN this year. Chief engineers will be unchanged.

* * *

Last year the WILLIAM P. COWAN, which carries nearly 3,000,000 gallons of gasoline or kerosene per trip when depth permits, opened the season by leaving for Muskegon on March 8. The ALABAMA of the Goodrich line had to open a channel into Muskegon for it. This year the WILLIAM P. COWAN had not sailed up to March 18.

* * *

Lake Michigan's winter fleet, mostly passenger steamers, is beginning to shake off its lethargy. The Goodrich steamers which have not been on winter runs are being fitted out at Manitowoc. Rebuilding of the superstructure of the SOUTH AMERICAN, of the Duluth & Georgian Bay line, is nearing completion at Manitowoc. Its sister ship NORTH AMERICAN is at Holland. The crews are on the Standard Oil fleet at Whiting, with the WILLIAM P. COWAN only awaiting sailing orders to open the season.

* * *

After a comparatively open winter, a gale piled up the ice on the east shore of Lake Michigan in the first week of March and created the worst ice conditions of the entire winter. At one time the ALABAMA of the Goodrich fleet was stalled outside of Muskegon while the

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MISSOURI of the same line could not get out. Shifting winds brought relief.

* * *

Tri-weekly passenger and freight service from Chicago to St. Joseph, Benton Harbor and Holland was resumed on March 18 by the ILLINOIS of the Goodrich line. This service was abandoned last fall on account of low water at the eastern shore ports. On April 15 daily service on this route will be started by the CITY OF HOLLAND and the CITY OF ST. JOSEPH.

* * *

A landmark dating back to civil war times passed with the razing of the old Graham & Morton building and dock on South Water street, Chicago, just west of the Michigan avenue bridge. The Goodrich & Morton line was taken over last fall by the Goodrich interests, and its building was one of scores being torn down to make way for a double-deck boulevard on the south bank of the Chicago river from Michigan avenue to a point beyond the merging of the north and south branches.

* * *

Chicago regards the decision of secretary of war, Weeks that it may draw 8500 cubic feet per second from Lake Michigan for flushing its drainage canal as a victory, although a costly one. The metering of all city water and the construction within five years of a sewage disposal plant sufficient for the needs of 1,200,000 persons may amount to one ultimate total cost of $70,000,000. Meanwhile, efforts are being made through the Lake Michigan sanitation congress to rid Lake Michigan of pollution at its southern end through the influx of sewage and waste from the cities and steel mills at the Illinois-Indiana boundary.

* * *

Capt. J. W. Carrigan, who was master of the ARIZONA of the Goodrich line last year, has been assigned the ILLINOIS this year. All of the masters of the Graham & Morton steamers, taken over by Goodrich, have their old commands.

Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to March 18, 1925 on Future Loadings

NOTE: FREIGHT RATES STEADY WITH SLIGHT CHANGE FOR GRAIN

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel	REMARKS Freight Offered
Liverpool	2s 0d‡	$0.50	$0.30 to 0.45	0.20	$0.40	$0.75	$7.00T	Fair
London	2s 0d‡	0.50	0.45	0.20	0.40	0.75	7.00T	Fair
Oslo	$0.18	0.45	0.40	0.27	0.42½	0.85	7.00T	Fair
Copenhagen	0.18	0.45	0.50	0.26	0.42½	0.85	7.00T	Fair
Hamburg	0.12	0.35	0.38½	0.20	0.37½	0.75	8.00T	Fair
Bremen	0.12	0.35	0.45	0.20	0.37½	0.75	8.00T	Poor
Rotterdam and Amsterdam	0.12	0.32½	0.40	0.20	0.35	0.70	7.50T	Fair
Antwerp	0.12	0.32½	0.35	0.20	0.35	0.70	7.50T	Fair
Havre	0.14	0.50	0.35	0.27½	0.40	0.75	8.00T	Poor
Bordeaux	0.14	0.50	0.35	0.27½	0.40	0.75	8.00T	Poor
Barcelona	0.20 to 0.25	12.00T	0.30	7.50	—12.00T—		10.00T	Fair
Lisbon	0.20	0.65	0.40	7.00T	—20.00T—		7.00T	Fair
Marseilles	0.17	0.55	0.30	6.00	—20.00T—		5.00T	Slow
Genoa	18.00	12.50	0.40	8.25	—20.00T—		10.00T	Fair
Naples	18.00	12.50	0.40	8.25	—20.00T—		10.00T	Fair
Constantinople	0.27	17.00T	0.75	0.32½	—20.00T—		9.00T	Fair
Alexandria	None	17.00T	0.75	0.32½	—20.00T—		9.00T	Fair
Algiers	0.21	0.75	0.75	0.40	—20.00T—		7.00T	Very Slow
Dakar	....	15.00	....	12.50T	—21.00T—		10.50T	Fair
Capetown	10.00T	14.00	....	12.00T	—14.00T—		10.00T	Very Good
Buenos Aires	....	18.00 to 20.00T	....	....	18.00 to 20.00T†		8.00 to 8.80T	Slow
**Rio de Janeiro	....	21.50 to 23.50T	....	11.25 to 12.50T	19.00 to 21.00T†		7.00 to 7.70T†	Fair
Pernambuco	....	22.00T	....	9.50T	—22.00T—†		9.70T†	Fair
Havana	0.22½ to 0.27½*	0.42½*	....	0.22½*	0.54*	1.08*	0.20*	Very Good
Vera Cruz	0.25	0.40	0.45	0.25	0.52½	1.05	0.30 to 0.35	Very Good
Valparaiso	....	1.07	....	0.70	0.45	0.80	10.00T	Fair
San Francisco	....	0.40 to 0.70	....	0.50 to 1.10	....	2.50	0.55 to 1.00	Very Good
Sydney	....	18.00T	2.50	18.00T	18.00-24.00T		9.00-12.00T	Good
Calcutta	....	16.00T	0.60	12.00T	—16.00T—		10.00T	Good

T—Ton. ‡Per quarter of 480 lbs. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.
**Plus $1.00 surcharge on all rates to Rio de Janeiro on account of congestion.

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$5.00
South California	5.00 to 6.00
Hawaiian Islands	10.00 to 12.00
New Zealand	17.00 to 20.00
Sydney	13.00 to 15.00
Melbourne-Adelaide	14.00 to 16.00
Oriental Ports	9.00 to 11.00
Oriental Ports (logs)	10.00 to 11.00
Peru-Chile	12.00 to 14.00
South Africa	17.00 to 18.00
Cuba	14.00 to 16.00
United Kingdom	80s to 90s
United Kingdom (ties)	70s to 80s
Baltimore-Boston range	$14.00 to 15.00
Baltimore-Boston range (ties)	Not quoted
Buenos Aires	14.00
	Flour and Wheat
U. K. and Continent (gross ton)	35s to 40s

Principal Rates To and From United Kingdom

	s	d
Grain, River Plate to United Kingdom	19	6
Coal, South Wales to Near East	11	9
Coal, United Kingdom to Buenos Aires	14	9
Manganese Ore, Poti to Philadelphia	83	70
Pig iron, United Kingdom to New York or Philadelphia	14	0
Iron ore, Bilbao to Glasgow	7	0
Iron ore, Huelva to Phila. or Balto.	11	0

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Jan. 9, 1924	$5.25@6.50	$1.41½	$4.63@5.42
April 8	4.50@6.50	1.66½	5.51
July 21	4.50@6.25	1.81½	5.15@5.65
Dec. 22	5.25@6.05	1.86½	5.15@5.50c
Jan. 20	5.25@6.05	1.86½	5.50c
Feb. 18	5.25@6.05	1.86½	5.50c
Mar. 17 1925	5.00@6.25	1.86½	6.00@6.50c

At Philadelphia

	Coal trim. in bunk per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Jan. 9, 1924	$5.50@6.30	$1.415	3.86c
April 8	4.85@5.85	1.955	5.41@5.65c
July 21	4.85@6.00	1.945	5.40
Dec. 22	5.25@5.80	1.865	5.15c
Jan. 20	5.25@5.80	2.06	5.41@5.65
Feb. 18	5.25@5.80	2.10@2.25	5.9@6.9
Mar. 17 1925	5.05@5.82	2.06½@2.31	6.10@6.15

Other Ports

Boston, coal, per ton	$6.82
Boston, oil, f. a. s., per barrel	$1.83
Hampton Roads, coal, per ton, f.o.b.	4.40
Cardiff, coal, per ton	16s 0d
London, coal, per ton	22s 6d
Antwerp, coal, per ton	24s 0d

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New Trade Publications

APEX PNEUMATIC CO_2 METER—The Uehling Instrument Co., Patterson, N. J., have just issued an interesting illustrated pamphlet dealing with a CO_2 recording and indicating instrument. A full description of its operation is given with diagrams. This pamphlet would be interesting to anyone engaged in power work whether afloat or ashore.

CONQUEST OF THE FOG—A very well prepared and illustrated catalog has just been issued by the Federal Telegraph Co., San Francisco. This catalog has been entitled "The Conquest Of The Fog" because it deals with a radio compass which gives the vessel's position in a fog. The compass can be operated directly by the master or navigator. Any lighthouse or light vessel equipped with a suitable transmitter can radio fog signals to vessels equipped with this compass. A general description and illustrations are given in this catalog of the Kolster radio compass. A number of actual installations are mentioned and also typical examples of its use.

POWER TRANSMISSION—A general catalog of power transmission machinery produced by the W. A. Jones Foundry & Machine Co., Chicago, is being issued. It includes list prices, dimensions, weights, horsepowers and other specifications for the entire line. This includes pulleys, clutches, gear sheaves, hangers and other devices.

FURNACE LININGS—A special preparation for use in lining furnaces is described in a booklet of the Keystone Refractories Co., New York.

BALL BEARINGS—Much information about ball bearings in general and those produced by the Strom Ball Bearing Mfg. Co., Chicago, is contained in a booklet issued by that company. Illustrations serve to make clearer the points raised in the text. Data to aid the user is included.

FLEXIBLE COUPLINGS—Transmission of power positively where aligment of shafts may be compensated by a flexible coupling is described in a bulletin by the Falk Corp., Milwaukee. The coupling was invented and patented in England and the Falk Corp. has American rights to its manufacture. Details of its construction are given.

REMOTE CONTROL STARTER—Mechanical means for starting an alternating current squirrel cage motor by the pressure of a button located apart from the mechanism is described in a bulletin by the Crocker-Wheeler Co., Ampere, N. J. Diagrams and illustrations supplement the text.

FANS AND BLOWERS—American Blower Co., Detroit, Mich., has issued a catalog featuring its air-moving apparatus, giving details of its construction and engineering data as to accomplishment and capacity. Other products of this company are described in bulletins accompanying the catalog.

BOILERS—Dedicated to a Cornwall pioneer in investigation of steam production, a volume by the Kidwell Boiler Co., Milwaukee, is devoted to an explantion of the principles underlying the correct design and operation of boilers and their application to boiler analysis. A description of the two-flow rung-circuit water tube boiler produced by this company indicates how the principles are applied. The volume is a preliminary and advanced edition of a more complete treatise to be issued later.

GAS HOLDERS—Welded gas holder crowns and bottoms are described and illustrated in a bulletin issued by the Chicago Bridge & Iron Works, Chicago. Photographic reproductions are relied on to convey the idea most clearly, with a minimum of text. This application of welding is relatively recent.

WATER HEATER—A new information leaflet has just been published by The Griscom-Russell Co., New York, describing its heater for supplying hot water for boiler feed, heating systems, industrial processes, etc. This leaflet concisely outlines the applications, and construction specifications of the heater and includes a table of sizes, capacities, and dimensions.

SHIPS TELEGRAPH.—Chas. Cory & Son, New York have issued a new bulletin, "Ships' Electrical and Mechanical Telegraphs, Gongs, Voice Tubes and Accessories," which describes and illustrates the latest improvements in these devices for communicating between bridge and engine room and other parts of ships.

WATER SOFTENER—A device for filtering and softening water for domestic and plant use, developed by the Graver Corp., East Chicago, Ind., is described in a booklet that goes into the subject fully and presents a number of illustrations.

Business News for the Marine Trade

The De Laval Steam Turbine Co., Trenton, N. J., announces that after Jan. 15, 1925, all products of that company, and of the De Laval Separator Co., Poughkeepsie, N. Y., will be handled exclusively in New England by the Turbine Equipment Co. of New England, Chamber of Commerce building, 80 Federal street, Boston. Mr. F. R. C. Boyd, who for fifteen years has been connected with the Power Equipment Co., the former representative, is president of the new Turbine Equipment Co.

Marine Iron & Shipbuilding Co., capitalized at $300,000 has been incorporated under Delaware charter.

Staten Island Stevedoring Co., Richmond county, New York, has been incorporated with $50,000 capitalization by R. E. Kaltenmeier, F. A. Cornell and H. Sampson.

San Francisco Stevedoring Co. and the Commercial Stevedoring Co., both of San Francisco, have been merged. Henry Hillner is president of the combined companies, Captain James Gade vice president and general manager and T. L. Ford secretary and treasurer.

New York offices of the Busch-Sulzer Bros. Diesel Engine Co., St. Louis, have been moved from 60 Broadway to 2 Rector street. Stanley Wright is manager, succeeding George D. Pogue, resigned.

Chatham Lighterage Co., New York, has been incorporated with $30,000 capital, by E. V. Randall, E. Cummings and E. J. Brookins.

Illinois Ship & Dredge Co., 175 West Jackson boulevard, Chicago, has been incorporated with $25,000 capital, to build, repair and deal in steam vessels and other water craft, by Robert Branand Jr., Dwight S. Harding and Otto M. Hamer. Kremer, Branand & Hamer, 175 West Jackson boulevard, are attorneys.

Sterling Marine Supply Co., New York, has been incorporated with $20,000 capital by G. E. Nace, and B. G. Reynolds. P. G. Burroughs, 140 Nassau street, is attorney.

Mediterranean Contracting Co., stevedoring contractor, has been incorporated with $20,000 capital by H. Klein, L. Lifton and E. J. Blackstone. J. J. Tashoff, 44 Cedar street, is attorney.

Belle-Isle-Hacker Boat Sales Co., Detroit, has been incorporated with $5000 capital to design, manufacture and deal in boats and motors, by Edgar M. Gregory, 504 Fairview avenue, Leonard H. Thompson and John L. Hacker.

Red Star Navigation Co., Toledo, O., has been incorporated with $1500 capital by Oscar J. Smith, J. B. McMahon, J. I. Roche, G. L. Andrew and H. L. Christopher.

Completion of the $1,000,000 breakwater at the harbor of refuge, Cape Lookout, is in charge of Major Oscar O. Kuentz, district engineer at Wilmington, N. C.

Inland Waterways Corp., operating the Warrior river barge line, is planning a terminal at Cordova, Alabama.

Brown & Co., Portland, Me., has bought 20 acres of submerged land at Lake Worth, Fla., and will develop it for docks.

A. G. T. Holding Co., New York, has been incorporated to sell ships with $5000 capital by M. M. Hirson, A. A. Bertini and H. Rabinowitz. Hirson & Bertini, 233 Broadway, are attorneys.

Daniel Rowe Towing & Transportation Co., Jersey City, N. J., has been incorporated with $100,000 capital by Daniel R. Rowe, Jersey City; Horace N. Taylor and R. I. Guernsey, New York. Platt, Field & Taylor, New York, are attorneys.

Marine Ways Machine Co., St. Petersburg, Fla., J. W. Appley, president, 236 Seventh street, is building an addition 32 x 200 feet and installing equipment bought from the Buffalo Forge Co., Buffalo, N. Y., and Oster Mfg. Co., Cleveland.

K. & S. Mfg. Co., 1315 West Twenty-first place, Chicago, manufacturer of steering apparatus, Louis J. Kucki, president, will build a 1-story plant 100 x 125 feet costing $100,000.

Hill Diesel Engine Co., Lansing, Mich., has been organized to take over the business of the Bates & Edmonds Co. with capital increased from $125,000 to $300,000. R. E. Olds and Harry D. Hill have taken over the interest of James P. Edmonds, president and general manager since 1899, but the latter will remain for a time in his present position. The company will concentrate on the production of oil marine engines, with $70,000 in orders for marine engines on its books.

Duluth-Superior Dredging Co., Duluth, Minn., has assigned a dredging contract for 1,100,000 yards of sand at St. Petersburg, Fla., to the Atlantic, Gulf & Pacific Co., 15 Park Row, New York.

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